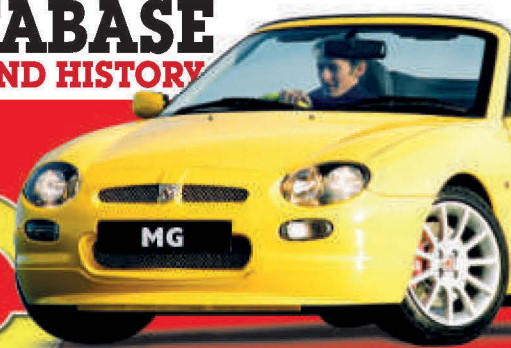


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February 2016  
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# Welcome...



## Cost effective supercars

**W**e're featuring interesting selection of classics this month ranging from a very rare 1970's Jaguar XJ-C to a mighty V8-powered Morgan, the challenger in our twin test that's going head-to-head with a HMC Healey. Okay, I know the HMC isn't the genuine article but it's a darned good replica of the now iconic MkIII big Healey and although I'm not too keen on replicas, this is one I'd defiantly have taken home after our test drive.

The example we used gets a fair amount of stick as a classic hire car and has stood up well to being used almost as a daily driver. Although this replica big Healey's really does look the business, sourcing a good one could take an age and when you do fine one, it could be nearly as expensive as the real thing.

What makes the HMC so special is that Geoffrey Healey, the son of the guy who produced the original back in the early 1950s, endorsed the design, which really takes it into continuation territory – a totally different. Unfortunately, some people dismiss replica classics as being 'just another kit car', which is a bit unfair as sourcing the right one can be a cost effective way into the exclusive world of high-octane supercars.

Although a genuine 1960's-built AC Cobra will sell at an classic auction for megabucks, there is a number of good-looking glass-fibre and aluminium replicas available for a fraction of the price of

the real thing. To explain more about the world of replicas, this issue's 'Find me a...' feature looks at some of the options available if you fancy buying an iconic classic but can't afford the real thing. It certainly makes interesting reading.

Some purists may hate seeing replicas gracing the pages of a classic car magazine due to the fact that somewhere down the line an interesting vehicle from the '70's or '80's was broken up and its vital organs transplanted into what is essentially a brand new car. Realists will, I hope, agree with me and see that at least some parts of the doomed car have survived to see another day. The donor vehicle would only have been broken up because it was too far-gone to repair and hopefully there are plenty of survivors in much better condition to save.

While the real thing is always great to see, many think owning and running a replica is great fun, especially if the owner has built it at home. So, love 'em or loathe them, why not let me know via the usual channels what you think about replica classics?

**Iain Wakefield**  
Managing Editor



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# PLUGS&LEADS



## WELCOME

**C**an I measure your dipstick?" isn't the average greeting when *Classic Car Mart* arrives for a photo shoot, but when we arrived at Great Escape to try their HMC Healey for this month's comparison with the Morgan, I remembered that on their hire fleet was an Alfa Spider almost identical to my own. Some time ago I noticed that on my own car the plastic collar which retains the assembly in its tube can move on the dipstick itself, the result being that you really have no idea how much oil is in the sump without draining and filling it. I should have bought a new one of course but somehow I've never quite got round to doing anything as sensible as that and after a quick check with a measuring tape I now know that the crucial dimension is 49cm from the tip to the base of the plastic collar.

Seems I've been overfilling it for a couple of years now which might explain the oily exhaust smell when I was following a colleague driving the car recently.

Rather encouragingly, it seems that the Great Escape Spider had survived life as a classic hire car surprisingly well, the workshop staff reporting that it's been very reliable over the many years it's been on the fleet. It's something which proves that although the Spider was too long in the tooth by the mid '90s to prevent the rise of the MX-5, the later 'S4' cars were really well developed and make very usable and rather undervalued modern classics.

**Paul Wager**  
Editor In Chief



## GB WINS AUTOMOTIVE MISS WORLD

The theme for this year's three day Lancaster Insurance Classic Motor Show recently held at Birmingham's NEC from Friday, November 13 to Sunday the 15th was 'She's a Beauty!', a politically incorrect title that accurately described almost every four and three wheeled exhibit on show in the five huge halls making up what is now recognised by enthusiasts and specialists as the last major classic indoor event of the season.

Six of the cars on the headline sponsor's stand took the show's theme one step further as they all lined up in a unique 'Miss World'-style display around Lancaster's project barn find Mini. Throughout the show, visitors to the stand were encouraged to vote for 'The Peoples' Favourite', helped by a bevy of two-legged evening gown clad beauties wearing 'Miss World'-style sashes displaying the country where the car they represented was built.

A gorgeous mint green V8-powered Gordon Keeble represented Great Britain, while French hopes were pinned on an Alpine Renault A110, the USA's on a Ford Thunderbird – which found a new owner whilst on the stand – a VW Karmann Ghia for Germany, a Volvo P1800 represented Sweden and a bright red Alfa Romeo Giulietta flew the flag for Italy.

By close of play on Saturday evening the British entry was streaks ahead of the

opposition, a position the stunning Gordon Keeble managed to hang onto until voting closed around Sunday lunchtime. Once the votes were in, it was time to announce the winner and just before 3.00pm, Mike Brewer, one of the presenters from TV's *Wheeler Dealers* donned his sequined game show jacket prior to announcing the winner to the large crowd assembled around the stand. Ever the showman, Mike entertained the crowd by counting down to the winning British-built Gordon Keeble and presented a huge bouquet to the car's owner.

In pride of place on a revolving turntable in the centre of the 'Miss World'-style display of classics was the 1969 Mini Lancaster Insurance will be restoring in conjunction with the MG Owners' Club before the car's auctioned for charity at the 2016 Classic Motor Show. The restoration of this very tidy one-owner Morris Mini Super is set to be exclusively featured in future issues of our sister title *Classics Monthly* and proceeds from the sale of the car will be donated to Prostate Cancer UK. If you didn't manage to get to the Lancaster Insurance Classic Motor Show, the part completed Mini will be back at the NEC again in March at the Restoration Show, where readers will be able to check how far the work has progressed.

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## APPRENTICES REQUIRED

Automotive apprenticeship provider North London Garages (NLG) has alerted *Classic Car Mart* to a chronic shortage of pupils for its accredited Classic Vehicle Restoration Programme. "There simply aren't enough trainees coming through the ranks," rued John Pitchforth, North London Garages' business development director.

NLG began its recruitment drive on Tuesday, September 1 with the aim of signing up 12 students in London and the Home Counties; four learners are currently on board. "We can meet quota with 10 people," John explained. "Ideally, I'd like 12."

Last year, the Federation of British Historic Vehicle Clubs (FBHVC) obtained OFQUAL recognition for its Restoration Programme syllabus, which was duly adopted by a number of academies and vocational schools around the country. Bicester and Banbury College were among the first wave of institutions to offer Restoration Programme courses, its 'block of 12' having passed into their second year of instruction in 2015.

Despite FBHVC support - and the promise of up to £1500 as a stipend for taking an NLG apprentice on - the academy has struggled to attract classic restoration firms to their classic vehicle programmes. "We've no shortage of companies in the rest of the automotive sector - there's over 150 garages on our books which repair and service modern cars ready to train students up," offered John in comparison. "With

older vehicles, there seems to be a mentality of resistance among some (but not all) specialists; they claim there's too much at stake by letting apprentices loose on a car".

The exception which proves the rule in all of this is NLG's partnership with Essex-based P & A Wood, the respected Rolls-Royce and Bentley restoration firm. Earlier in the year, it announced an extended four-year vehicle restoration course, based around the FBHVC's syllabus: "P&A Wood quite rightly realised that the skills on which it was relying were slowly dying out; we were hoping that it would set an example which the rest of the industry will follow. Although retired, a lot of the specialists want to pass on their knowledge - sadly, we're at a critical stage where this can't last forever," John asserted. "P&A is well on the way to delivering a world class apprenticeship programme - the students involved will end up with an enviable CV."

Interested parties should contact NLG's recruitment line on 020 8805 6967 or email [info@nlggta.co.uk](mailto:info@nlggta.co.uk). P&A Wood is also looking for students - call 020 8344 6370 for more information.



## BMIHT becomes British Motor Museum

The NEC show saw one of our favourite museums take on a new identity as the British Motor Industry Heritage Trust collection at Gaydon revealed its new name: the British Motor Museum.

Timed to coincide with the handover of the brand new £4m Collections Centre building, the rebranding is the culmination of a period of big change at Gaydon. For the real car geek, it's the oddball prototypes and could-have-been cars in the BMIHT collection which are the real draw and the new building will allow 250 of these to be displayed for the first time, alongside the collection of the Jaguar Daimler Heritage Trust. Although it's not a museum in the sense of the main building, public tours are available and it's possible to get up close to the cars, with knowledgeable volunteers on hand to explain their significance.

We took the opportunity to squeeze in a preview of the new displays before the entire museum complex closed for an extensive three-month refurbishment at the end of November and it's a fascinating opportunity.

The cars on display include many of the prototypes and projects previously only seen in books, from the Metro saloon and '70s MG safety cars to the stillborn Triumph 1500 concept and the Metro 'pizza van' prototype for the MGF. The Land Rover Heritage collection is also housed within the Collections Centre and is equally fascinating - the immaculate F-registered Discovery giving us a chance to see how that blue Conran interior really could look if we put enough effort in...

The Collections Centre tour is included in the price of the museum admission and the museum will reopen on Saturday, Feb 13.

More details at [www.heritage-motor-centre.co.uk](http://www.heritage-motor-centre.co.uk) and a preview of the cars on show on page 18 of this issue.

# PLUGS&LEADS



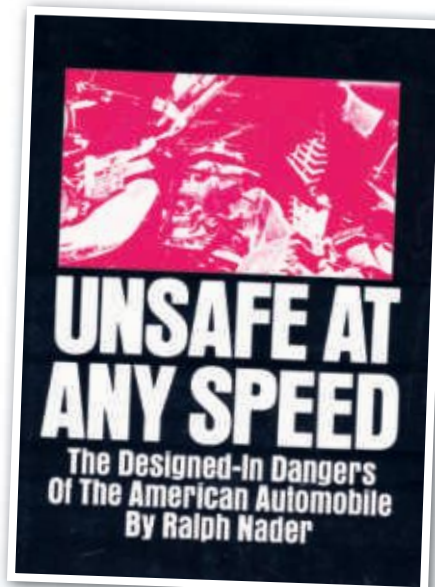
## TICKING BOXES

In a neat revival of the funding packages once offered by its predecessor, Caterham is offering customers finance on self-assembly Sevens. Colin Chapman once offered a similar scheme on home-built Lotus Sevens – ‘Only 10 per cent Deposit on Lotus Components’ – from his Hornsea base in the 1950’s. Back then, the cheapest way to avoid Purchase Tax on your new Seven was to wield the spanners at home. Caterham has always offered home assembly on its cars; now Caterham Finance affords customers the chance to pay in instalments on home-built Sevens (the 160, 270, 260 and 420) over a two-year period. Email: [sales@caterham.com](mailto:sales@caterham.com) for more information.

## DID NADER KNOW BEST?

*Unsafe At Any Speed* – the crusading publication which prompted the US ‘Big Three’ car makers to rethink their safety measures – celebrates its 50th birthday this month. The work of lawyer-turned-consumer advocate Ralph Nader, it revealed serious problems with General Motors’ radical new rear-engined family car, the 1959 Corvair. Nader’s safety campaign prompted a major redesign for 1965; the second generation Corvair was a far less twitchy car as a result. *Unsafe at Any Speed* effectively ended the self-regulating heyday of the American car firms, prompting Congress to pass the National Traffic and Motor Vehicle Safety Act a year later, enacting legislation which new cars had to pass in order to be roadworthy. The Corvair wasn’t Nader’s only concern: the lack of standard fit seatbelts and windscreen design across the industry also came under fire.

Five decades later, Nader has turned his attention towards driverless cars, telling *Automotive News* that, far from being against most of the technology in modern vehicles, his concern lies with its latest application: “It’s leading to the emerging great hazard on the highway, which is distracted driving. Car makers want to turn cars into mobile offices and entertainment areas.



Distracted driving is already generating thousands of deaths per year.”

While Nader is a firm advocate of collision avoidance systems, the thought of the driver surrendering control to an automaton is as bad as a Corvair with under-inflated tyres and a missing camber compensator: “Once the automakers get on to something, they don’t know when to stop. The more the driver loses control to the software, the less the driver is going to be able to control the car down the road.”



## LEACY CLASSICS’ BUY-OUT BONANZA

Parts specialists Leacy Classics recently published its acquisition of the London Taxi Group (LTG), a spares firm catering for Hackney carriage preservationists. With 20 new jobs at Leacy’s Aston Lane warehouse in the offing as a result of the merger, chief executive officer David Keene said the purchase came as part of a company plan to hit £10 million in turnover by 2018. “The acquisition of strong businesses like London Taxi Group complements Leacy’s organic growth. We are already in the process of recruiting the right people for the new tasks ahead of us,” he added.

The announcement comes less than a fortnight after the Birmingham firm added Mini specialist Min-Its to its portfolio. Leacy has come a long way since its humble beginnings in a West Midlands unit. Before it bought Min-Its and LTG, it majored in spares for British sports cars – many of which were manufactured exclusively for Leacy off the back of defunct tooling it purchased over a 35-year period. Leacy will continue to offer these components alongside the catalogues it has inherited from its new subsidiaries; around 5000 Mini parts from Min-Its and 6000 spares for a variety of black cabs served by LTG.

21 historic taxis – all in need of restoration – have joined the Leacy fleet as part of the LTG deal. The oldest of the fleet, a 1930s Beardmore MkVII, is incredibly rare – fewer than 650 were built before the Beardmore works was forced out of business by the success of its arch rival, the Austin FX3.

“We are delighted with our purchases. It represents a strategic move into an ever growing pair of international sectors. Min-Its and the London Taxi Group will diversify Leacy’s current range of offerings,” David Keene concluded.



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# PLUGS&LEADS

## CLASSIC CROSSWORD NO. 115

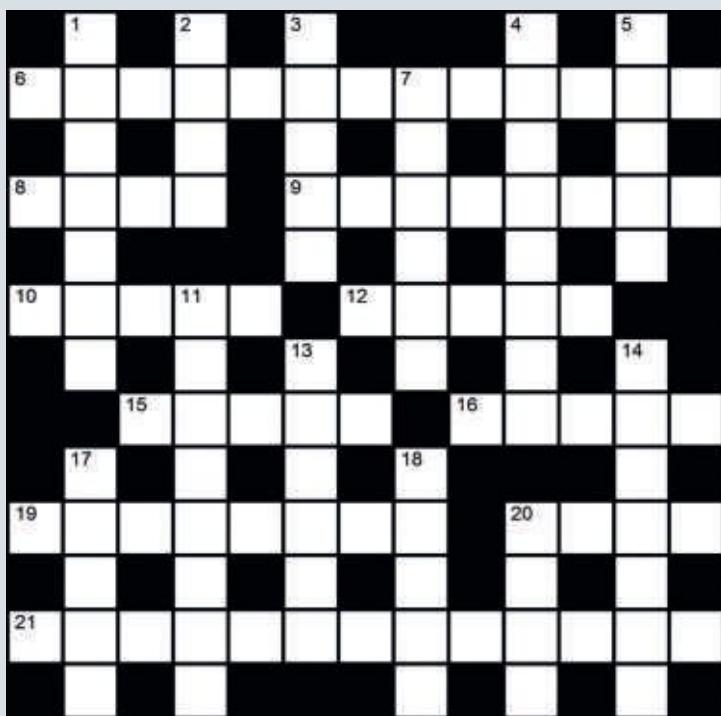
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#### Clues Across

- 6 Four-door classics from Maserati (13)
- 8 Percussion instrument used as a brake component? (4)
- 9 Triumph sports car from the 1960s and 1970s (8)
- 10 Classic Volkswagen hatchbacks dating back to 1974 (5)
- 12 \_ Wankel, rotary engine pioneer (5)
- 15 Romanian makers of the Denem (5)
- 16 Steering \_ , the Austin Allegro featured a quartic one (5)
- 19 Italian super saloon which arrived in the late 1960s initially known as the S4 (3,5)
- 20 \_ Issigonis, the man behind the Mini (4)
- 21 It was replaced by the Dolomite (7,6)

#### Clues Down

- 1 A tilt-and-slide feature (7)
- 2 Tiny Fairthorpe car made in the 1950s (4)
- 3 Cousin of the Volkswagen Lupo from SEAT (5)
- 4 1960s TVR (8)
- 5 Lancia saloon released in the late 1980s (5)
- 7 Kia models which came to Britain in 1991 (6)
- 11 Engine configuration of the Volkswagen Beetle (4,4)
- 13 Manual car windows (4-2)
- 14 Honda models with mythical status? (7)
- 17 A rebadged Opel Kadett from Vauxhall (5)
- 18 Opel's answer to the Capri (5)
- 20 Wheel shaft (4)



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## CZECH COMEBACK

After a 68-year absence, Czech vehicle firm Praga is returning to the car market with a sports car tilted at the fast road and track day buyer. Its roadgoing R1R, a detuned version of the R1 racer that competed overseas, will go on sale next year with a mid-engined 2.0-litre Formula Renault engine and a six-speed automatic gearbox. Praga's own turbo and electronics up the power to 390bhp, giving the 670kg car a power-to-weight ratio of 575bhp per tonne. 68 R1Rs will be released to commemorate every year Praga has been absent from the roads.

## NEW WELSH TRACK

Ebbw Vale is set to receive its very own £325 million racetrack, set to bring £45m into the local economy of Blaenau Gwent and South Wales; 6000 jobs and three-quarters of a million visitors will be created at the new Circuit of Wales. The sign off on land derestriction was completed last month to the delight of circuit backers Heads of The Valleys Development Company (HOTVDC), which told BBC South East Wales that the approval was "a positive milestone" and "vital" for work to proceed further.

## NEW ROVER 800 CLUB

A new club dedicated to Britain's one-time best-selling executive car was launched at the Lancaster Insurance Classic Motor Show. Running alongside the Rover 800 forum, ([rover800.info](http://rover800.info)) the new Rover 800 Club was formed by long-term marque enthusiasts Tanya Field and Richard Gelder at the MINI Plant Oxford, (the Cowley factory that built the 800). Catering for all Rover 800 variants, the club has big plans in store for the car's 30th anniversary, which will be revealed in due course. For more information about how to join the new club, visit [www.rover800.info.org.uk](http://www.rover800.info.org.uk).

## JIM SLATER (1929-2015)

Jim Slater, former director of the British Leyland Motor Corporation (BLMC), speculator and *A.Mazing Monsters* author, passed away on Wednesday, November 18 and is survived by his wife Helen and four children.

Best known for his infamous 'asset stripping' business practices, Slater played an increasingly important role in British car production throughout the 1950 and 1960s and sat on the board at BLMC between 1973 and 1975. A sabbatical away from executive vehicle roles saw Slater team up with Conservative MP Peter Walker to form Slater-Walker, a banking and insurance company, which made an name for itself in the commercial property market by buying up ailing firms and selling off the more valuable parts piece by piece.

## Answers to crossword 114

**Across:** 7. Allard 8. Virage 10. Renault Espace 11. Lada 13. Princess 15. Daffodil 16. SEAT 19. Singer Gazelle 21. Trevor 22. Cromas  
**Down:** 1. Patrol 2. Clan 3. Group 4. Nissans 5. Japanese 6. Rebels 9. Sterlings 12. Defender 14. Toledos 15. DeSoto 17. The USA 18. Azure 20. Lima

# PLUGS&LEADS

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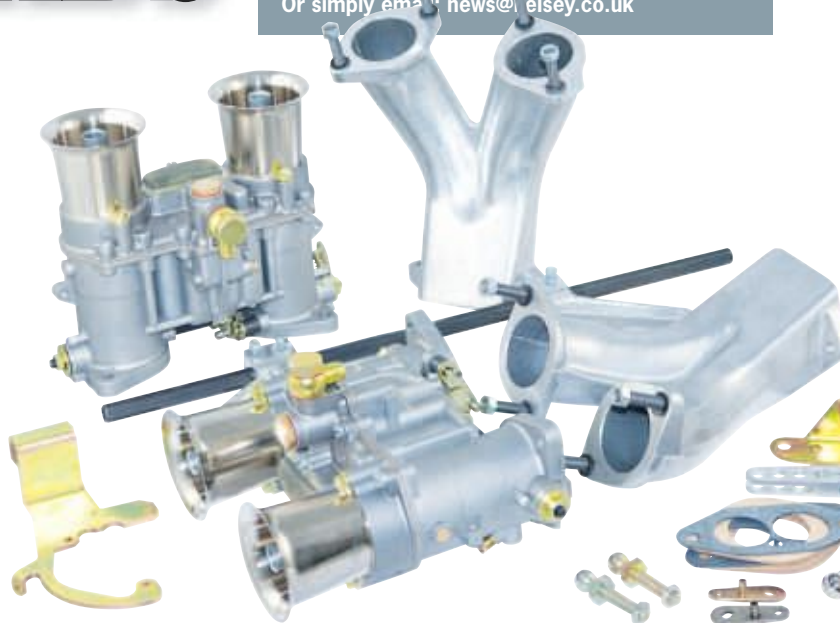
## BEEFY BUG CARBS ▶

The fan base for big flat-four Volkswagens builds is as strong as ever, which is why Webcon has launched an impressive looking high performance 48IDA carburettor kit to suit the legendary air-cooled VW Type 1 and Type 2 engines. Featuring only authentic Spanish-made Weber 48IDA carburettors, the kit is suitable for larger capacity motors making big horsepower. Usefully, to facilitate easy fitting, the kit includes manifolds, linkage and studs, nuts and gaskets. Order yours as part number: PVW210 at £1074. For further details, call: 01932 787100 or visit: [www.webcon.co.uk](http://www.webcon.co.uk)



## CLASSIC CALENDAR ▲

It's December and that can mean only one thing – it's time to pick out a calendar for next year in which you can keep those all-important show dates and maintenance reminders. With that in mind, why not go for this calendar that features 12 British classics, from the diminutive Austin-Healey 'Frogeye' Sprite to the gargantuan Jaguar 420? It's available to buy at selected retailers at £5.50 plus postage and packaging. For further info, visit: [www.jsalmon.co.uk](http://www.jsalmon.co.uk) or call: 01732 452381.



## PACKED WITH A PUNCH ▲

Whether you're looking to shed some weight for racing, free up space under the bonnet or relocate your battery to the boot for improved weight balance, Odyssey race batteries offer the perfect solution. Burton Power now offers these fully-sealed, spill-proof batteries in several sizes, weights and power outputs from 14A/5kg up to 38A/12.5kg. Despite their compact proportions, they deliver much more power for their size, typically last three times as long and can be fully recharged in just four to six hours. Prices start at £152.50. For more details, call 0208 554 2281 or visit [www.burtonpower.com](http://www.burtonpower.com)

## ◀ SUMP SEAL

If you're struggling to stop an persistent oil leak from your classic and a new copper sump washer doesn't do the job, then you might find the seat needs refacing. With this new drain plug resurfacing kit from Laser Tools, it's a simple task to reface the sealing surface: simply screw the cutter guide into the sump plug thread and use the cutting tool to face the surface. Two guides are provided (M14 and M15) to suit popular sump sizes and if you've got bigger problems then the Laser oil sump repair kit allows you to cut a new 15 mm thread to suit one of the six included new plugs.

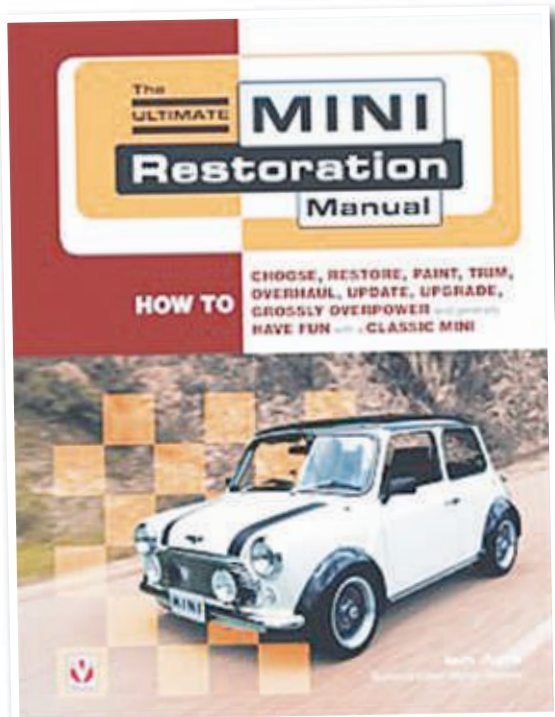
The resurfacing kit retails at £47 inc VAT under part number 6360 and the repair kit is £30 under part number 5227. More details at [www.lasertools.co.uk](http://www.lasertools.co.uk).



# PLUGS&LEADS

## SOCKET & SEE ►

Ideal for the smaller toolbox or tool roll, a handy new chrome vanadium ratchet handle from Kamasa (part number 56101) has four interchangeable heads so it can be used for 1/2, 3/8 and 1/4-inch drive sockets and accessories, and can also be used to drive bits (included). The ratchet is reversible and the socket heads all feature a quick-release mechanism. Ten of the most-used bits, made from S2 steel for extra strength, are included in a separate bit holder. Visit: [www.kamasa.co.uk](http://www.kamasa.co.uk) for more information.



## RESTORE YOUR MINI ▲

The 176-page Ultimate Mini Restoration Manual by Iain Ayre gives you all the info you need to evaluate your skills and attitude, get your garage sorted, choose the right Mini, weld up the rust, paint it, overhaul the engine, sort the rest of the mechanicals, retrim it and then make the car faster, smoother, sharper, and a lot more fun! In a nutshell, the author's drawn on years of experience to create the ultimate guide – so if you're about to embark on buying or restoring a classic Mini, then it would make sense to read this book first. It's published by Veloce ([www.veloce.co.uk](http://www.veloce.co.uk)), ISBN 978-1-84584-116-4 and costs £40.

## SIX OF THE BEST ►

Jaguar parts specialist SNG Barratt now has a dedicated parts catalogue for the legendary six-cylinder E-Type. This in-depth, easy to use tome covers all Series 1 and Series 2 models and contains more photos and diagrams than ever before, as well as an incredibly handy pull-out service chart to put on your workshop wall. As far as we know, there really isn't anything else like it on the market for owners of six-pot E-Types, so why not call SNG today on: 01746 765432 to request your copy? Alternatively, visit: [www.sngbarratt.com](http://www.sngbarratt.com).



## WOLF IN SHEEP'S CLOTHING ▲

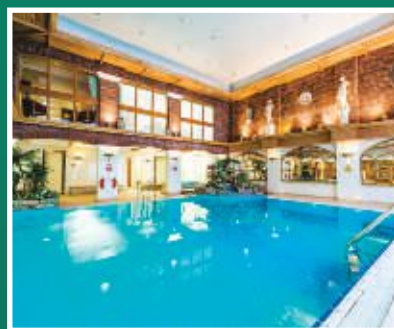
Wolf has launched its most powerful cordless half-inch square-drive impact wrench kit yet – the 18v. Delivering 380Nm of torque it's actually more powerful than many air-operated impact wrenches used in garages. Features include a forward and reverse control, a variable speed trigger, an ergonomic soft rubber grip and a bright LED work light. At the heart of the tool is Wolf's potent compact motor technology and powerful 18v 3.0Ah lithium-ion battery providing plenty of stamina. The kit, comprising of a rapid one-hour charger, strong carry case, a set of four impact sockets (sizes 17mm, 19mm, 21mm and 23mm) plus a 100mm extension bar, is £94.99. It can be ordered from UKHS ([www.ukhs.tv](http://www.ukhs.tv)).





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# AUCTION NEWS

## SWVA, PARKSTONE, POOLE, DORSET, OCTOBER 30



Vehicle auctioneer South Western Vehicle Auctions (SWVA) sold 65 classics, an extremely bullish 89 per cent of the 73 collector vehicles driven through its Parkstone auction hall, for £534,646 including premium during its latest Friday morning sale to clock up another set of market-making statistics.

The West Country firm's top seller was an E-Type Jaguar; an original right-hand drive home market Series 1 4.2 coupé that had been driven around 96,000 miles by one handful of owners over the last 48 years. With all its vital numbers still matching, the still stylish fixed-head coupé was hammered down for £55,000 (way above the pre-sale estimate) costing the new keeper £58,300 with the six per cent premium.

Another early Austin-Healey, for which this auction firm has built up quite a reputation, had been consigned for the sale. Exported to Victoria in a box in 1955, the 100/4 BN1 had returned home from Australia and required UK registration for the first time. Previously refurbished, the four-cylinder two-seater also sold for more than the guide price, the successful bidder in the room paying a premium-inclusive £57,238.

Also unusual in right-hand drive was a 1971 Maserati Indy, named by the once World Championship Grand Prix winning marque in celebration of its two Indianapolis 500 race wins. With a quad-cam, all-alloy V8 fed by a quartet of twin-choke Webers and producing 292bhp, a Maser Indy was good for up to 160mph in pre-speed camera days of excess. With only 364 of these Autostrada Expresses produced, encountering a UK one in right-hand drive is rare. It was hardly surprising therefore that the £21,000-£28,000 guide price band was rapidly overtaken and the Italian pensioner sprinted to a £48,760 result.

At the other end of the price list, a 1986 Porsche 924S with a much more modest 150bhp to play with, which had been driven 250 miles to auction from Lincoln, also motored well, bettering a £500-£1000 pre-sale estimate to sell for £2438!



## ACA, KING'S LYNN, NORFOLK, NOVEMBER 7



By the end of another marathon afternoon at ACA, an almost indigestible 181 of the 245 classics that had been consigned had sold for nearly £1.2 million. By the time many more of the provisionally logged bids had been converted into post sales over the next couple of days however, the success rate nudged 80 per cent and the sale total had exceeded £1.3 million with premium, incidentally the lowest rate charged on the collector vehicle auction circuit.

The top-priced car, occupying pole position outside bidder registration, was a previously cosmetically refreshed 1974 BMW 2002 Turbo with welding to the floorpans and an original interior, which sold for the second time here, on this occasion for £41,475. £25,725 meanwhile secured a 1981 DeLorean DMC-12 Gullwing auto, and even though a half-timbered 1965 Morris Minor Traveller had been treated to a £30,000 Charles Ware restoration in 2014, the £18,900 result here was quite extraordinary. A 1969 Jensen Interceptor had to ease gently through the pressing throng to collect £16,275 from its next keeper.

Fast Fords continue to be cooler and appreciate by the sale, it seems, led by a Ford Fair award-winning 1992 Sierra Sapphire Cosworth 4x4, sold for £20,475, and a 1981 Capri 3.0S, one of the last built, for £18,900. An 86,900 mileage since 1997 Escort Cossie pulled £17,325 and a 1985 Escort RS Turbo driven 63,269 miles found £7140.

The surprisingly modest going rate for Sevens as the winter months dampen enthusiasm was £8820, which landed both a 1971 and totally mint Series 4 Lotus Seven from an 80 years old vendor and a 1994 Caterham powered by the same Ford 1600 crossflow motor on barking Webers. Whilst by far the luckiest punter of all was one Joanne Borrett from Lowestoft, the winning and free ticket holder in the ACA end of classic season sale prize draw, who became the delighted owner of a bright red Mazda MX-5. Now that was a result!



## YOU COULD HAVE BOUGHT...



ACA £41,475



CLASSICS CENTRAL £16,500

SILVERSTONE £196,875



MORRIS LESLIE £13,780



## CHARTERHOUSE, SHEPTON MALLET, NOVEMBER 8



An ex-works 1997 Aston Martin V8 coupé, a model that was only hand-built for three years, topped the Charterhouse auction prices during the Footman James Classic Vehicle Restoration Show at the Shepton Mallet Showground, where the former AM press road test car that only been driven 36,000 miles by motoring hacks and then the vendor sold for £63,000.

From the 86 cars displayed in the two units and parked outside, around half of the sale entry sold for a premium-inclusive £332,835, including a US-supplied 1964 MkIII Austin-Healey 3000 Phase 2 BJ8, that had been restored and converted to right-hand drive on repatriation, and raised the required £49,500 here. A £28,050 1935 Singer 9 Le Mans Speed for two much more hardy souls had also been previously revived and still presented very well indeed.

With the charges, £15,400 secured a 1973 Lotus Europa with a 'Big Valve' Twin Cam in the tail that had been factory-painted in once trendy, but now politically incorrect, John Player Special livery over a cracking gel-coat. The claustrophobia inducing GT with minimal three-quarter rear vision was over-ripe for a cosmetic makeover and total mechanical re-commissioning. £7150 landed both a 1967 Volkswagen Beetle 1200 treated to £6000's worth of work, which had been in first mother and then daughter guardianship, and a well fettled 1967 Morris Minor Traveller.

A previously refreshed and local show shown 1964 Renault Caravelle cabriolet purchased for £6600 was unusual fare in a UK sale. While there was also a taker with a good imagination and the necessary £16,500 for a 1969 Porsche 911T project with replicated 959 body panels, but with engine and transmission out of the car though included.



## CLASSIC CENTRAL, BEDFORD AUTODROME, NOV 8



Higher performance Fords once again were the star-turn at another classic car sale on the UK circuit at what was only the second auction to be held by Classics Central.

The newcomer claims new market highs of £16,500 apiece with premium at its Bedford Autodrome venue on a Sunday for a 1983 Escort RS1600i, which was in concours nick following a photo-recorded restoration that had clearly lasted well from execution in 2012, and the same valuation came from a client for a historically interesting MkIII Cortina that reportedly raced at Brands Hatch in a 1971 Fomoco Cortina race for VIPs, such as grand prix stars Graham Hill and works rally driver Roger Clark. The Cortina, upgraded to Savage-spec in period, had subsequently been re-shelled with a genuine MkIII GT two-door body, while the 3093cc RS V6 had also been rebuilt during a post-2010 revival.

Another Fast Ford also nearly made the afternoon's leaderboard with a premium-inclusive £20,350 accepted for a Pinto-powered MkII Escort RS2000 with distinctive droop-snoot in polyurethane from 1980 (the last year of production) in third place behind a 1998 Rolls-Royce Silver Seraph, one of 1600, sold for £29,700. Meanwhile, a 1963 Jaguar Mk2 3.8 with automatic gearbox and chromed wires was well sold for £24,200. The £12,650 handed over for a 1966 Type W111 230S Merc with lots of bumper chrome to polish was also a noteworthy valuation for a six-pot four-door 'Fintail'.

Classics Central did well on a busy weekend to magnetise a reasonable attendance to its event and persuade buyers among them to part with £195,113 for 19 of the 51 cars in its glossy catalogue.

Classics Central say further provisional bid negotiations are on-going however, and more sales are likely to be concluded. Its next fixture has been scheduled for Sunday, February 28 at the same Bedfordshire venue in the middle of what, potentially, could be a very fruitful catchment area.



## SILVERSTONE AUCTIONS, NEC, BIRMINGHAM, NOVEMBER 14/15

More records tumbled in the two-day Silverstone Auctions sale during the Lancaster Insurance Classic Motor Show at the NEC in Birmingham, where 71 or 76 per cent of the 94 cars consigned were sold for £4.13m including premium. The fastest car on the stand, a 1991 Jaguar XK220, also achieved the highest price, being applauded when it sold for £315,000 with charges. The British supercar, formerly part of the Brunei Royal family car collection, had only been driven 5782 miles since new in 1991, but had been treated to a fresh interior.

Another high flier, very nearly exceeding a pre-sale £200,000 top estimate figure, was a left-hand drive Porsche 356A TI Cabriolet that had been restored to better than new in 1956 condition and which also sold for £196,875 to applause.

Three other cars exceeded their forecast prices by huge amounts. A repainted 1993 Ferrari 512 Testarossa in right-hand drive with its original leather and just 21,000 miles displayed sold for £186,625 and an open-top 1979 Aston Martin V8 Volante, a manual with a mere 47,000 mileage, also motored well above the guide price to a £151,875 result. A 1999 Bentley Continental SC auto, one of only 72 of the 'Sedan Coupé' versions with lift-off roof panels built, raised £108,000, which was £53,000 more than expected.

The performance of Fords from the Eighties and earlier was staggering. A 1985 Series



1 Escort RS Turbo driven just 5568 miles by one registered keeper from new attracted an unprecedented 18 bidders, eventually selling for a record £60,188. A 1993 Sapphire RS Cosworth, albeit the last 4x4 to drive off the production line, went for £35,438 – £6,438 more than had been guided.

Other sporty Fords to sell here, and all of them did, included a 1966 Mk1 Lotus Cortina, still a fully trimmed road car rather than a stripped out and vandalised racer, which sold for £50,625 (mid-estimate money). A particularly fine and

mint 1974 Capri RS 3100 from restoration made the required £48,375 and a just below estimate £25,875 secured a 1970 RS2600 left hooker.

£23,625 bought a 1978 Capri 3.0S once owned by Team Lotus Formula One driver John Miles, while a GT40 Evocation by KVA with Ford US V8 and XF transmission really was most convincing. Nostalgically liveried in Gulf Team Powder Blue and Topaz, and despite being visually blighted with a kit car Q-registration, the formerly Ford CEO-owned GT40 replica still made a more than guide price £42,750.



## MORRIS LESLIE, ERROL AIRFIELD, PERTH, SCOTLAND, NOVEMBER 28

Air-cooled Porsche 911s continue to be cool with £146,250 being handed over for a 1973 911S 2.4S targa-top and a Type 930 911 Turbo driven only 30,856 miles from new in 1988 fetching £112,500. The 2015 Porsche Club National Concours winning 944 Series 2 cabriolet was auctioned without reserve and sold for £18,000.

Most Ferrari models meanwhile continue to appreciate at every change of ownership and therefore become unaffordable for most old car enthusiasts. A 1988 GTS Turbo that used to be a member of the very acquisitive Brunei Royal family found £96,750. As with all their mainly inactive cars, this Ferrari had clearly gone nowhere very much, there being a mere 2671 kilometres on the odometer to prove it. A repainted 1989 Testarossa with original leather sold immediately afterwards for £73,375.

Celeb provenance classics to headline on the auctioneer's stand included a £30,938 1973 Ferrari 365 GT4 2+2 that used to be driven between show-biz engagements by boxing legend and Brut aftershave endorser Henry Cooper. A 1966 Series 2 Lotus Elan meanwhile, one of very many motor cars that rapidly passed through the hands of movie star and major petrolhead Peter Sellers, made a quite illogical £50,625. There were buyers too for all three of the other Lotuses on the Silverstone stand, with £34,313 paid for a genuine 1972 Elan Sprint drophead coupé, £27,563 for a seriously upgraded 1968 Series 3 Elan fixed-head coupé and £13,500 for the 1982 Excel prototype.

A 1981 Renault 5 Turbo 1 in superb condition deserved its £61,875, but there were no takers with the suggested £45,000 or more to take on a cosmetically poor 1984 Turbo 2 requiring re-commissioning at the very least. A 1992 Honda NSX, and a right-hand drive manual too that had been subjected to only 9575 kilometres wear and tear, had come from Japan to sell for a within estimate £53,438. The least expensive lots were a 1969 Marcos GT3000 runner with 'ye olde' wooden chassis requiring work, which was taken on for £11,025, and a low mileage Austin-badged Mini 850 van was picked up for £10,688.



Fresh from its first ever appearance at the Lancaster Insurance Classic Motor Show the previous weekend, the Morris Leslie team was again in action over the November 21/22 weekend. An estimated 1100 visitors attended this, Morris Leslie's final sale of the year, to bid for a varied mix of cars to suit all tastes and budgets, with cars selling for between three- and five-figure sums.

Fords headlined the November sale, led by a pair of Ford Sierra Cosworths – an RS and an RS500, the later having been exported in 2008 to join the private collection of racing driver Jose Angel Padilla Ortiz. Both sold, the RS500 for a just shy of its £60,000-£65,000 estimate £58,300, while the RS sold for an equally buoyant £50,350.

Another Ford expected to do well was the 1983 Ford Escort RS1600i being offered; an example with all its exterior trim and all-important decals in fine order, plus an equally

well-preserved interior. It fell short of Classics Centrals' world record price, but came close as Morris Leslie's hammer fell at a very respectable £13,515. This car was on show on the Morris Leslie stand at the NEC and no doubt benefited from this additional publicity.

Other highlights of this final sale of 2015 for the Scottish firm was a Jaguar XK150 fixed-head coupé, which sold for £49,820 (within its £45,000 to £50,000 estimate), plus a Chevrolet Corvette that generated an impressive £43,460 from one bidder, while another felt £36,040 was sensible money for a 'Pagoda' top Mercedes-Benz SL.

All-in-all it was yet another successful sale for the auctioneer based on the former RAF Errol airfield. Morris Leslie has capped off the year by announcing four dates for its classic auctions in 2016, the dates for your diary being Saturday, February 27, Saturday, May 21, Saturday August 27 and Saturday, November 19.

## CALENDAR

**Auction details are occasionally subject to change. Readers are strongly advised therefore to confirm dates and venues as well as both viewing and sale times with the various auctioneers before travelling.**

### JANUARY 23

Anglia Car Auctions  
The Cattle Market, Beveridge Way, King's Lynn, Norfolk  
01553 771881, [www.angliacarauctions.co.uk](http://www.angliacarauctions.co.uk)

### JANUARY 29

SWVA  
Parkstone, Poole, Dorset

01202 745466, [www.swva.co.uk](http://www.swva.co.uk)

### FEBRUARY 27

Morris Leslie Classic Vehicle Auction, Errol Airfield, Errol, Perth  
01821 642574, [www.morrisleslie.com](http://www.morrisleslie.com)

### FEBRUARY 27

Silverstone Auctions  
Race Retro, Stoneleigh Park, Coventry,  
01926 691141, [www.silverstoneauctions.com](http://www.silverstoneauctions.com)

### MARCH 12

Historics at Brooklands  
Brooklands Museum, Weybridge, Surrey  
01753 639170 [www.historics.co.uk](http://www.historics.co.uk)

# Gaydon's Collections Centre

**A**s you'll read in this month's news pages, the British Motor Industry Heritage Trust collection at Gaydon has now been renamed the British Motor Museum, an event which coincides with the completion of the new Collections Centre building. Before the complex closed to visitors for a three-month refurbishment, we were lucky enough to grab a tour of the cars now on show in the new building. Many of them are prototypes and concept cars only seen before in magazine scoop stories and books, so it's a fascinating way to spend a few hours. Here's what we found.



SRV2 safety concept was Marina based. Metro notchback was almost production-ready. Ogle-designed Triplex 10-20 Glassback was based on the Princess.



Regular readers will remember us sampling the last-off-the-line 6-litre XJS (bottom left) in our September issue. Rover P5B (bottom centre) is an ex-Prime Ministerial car complete with twin aerials and onboard radio phone. Tracked Land Rover (bottom right) had seen live trials with the Army. MGB-based SSV1 safety research concept (below right) required the driver to match a sequence of flashing lights correctly three times before it would start – the idea being to prevent drink driving.





Minki II (below left) was a K-Series powered Mini concept. Prelude (below right) was presented to Sir Michael Edwards when the Rover-Honda agreement to build the Acclaim was signed but spent most of its life as an internal pool car. Broadside (bottom left) was a prototype for a 2+2 Triumph TR7. Land Rover LCV (bottom centre) was aluminium bodied and KV6 powered. 'Gladys' (bottom right) was a Rover P6 coupe by David Bache.





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**1964 Jaguar MKII 3.4 Manual with Overdrive.** Low ownership, original specifications, original colours and very original. Stunning paintwork, excellent mechanically, ideal for regular use. .... **£32,995**



**1958 AC Ace.** Genuine Ace finished in its original colour of Dragonfly Blue. Recently MOT tested, fully serviced and in excellent usable condition. Nicely aged paintwork and interior, very collectable..... **£195,000**



**1930 Morris Minor Saloon.** Well documented history, older restoration in fabulous condition both inside and out. Very rare car, thousands spent and recently part of a Derbyshire collection. .... **£11,995**



**AC COBRA REPLICA** with Ford 351ci V8 engine and manual gearbox. Excellent spec and just two owners and 7,000 miles from new. South Africa build and brought to the UK by most recent owner in 1999 ..... **£24,995**



**1958 Jaguar XK150 3.4 Roadster** in Indigo Blue with Grey leather trim, Dark Blue hood and CWW. Subject of two year rebuild costing £125,000. Matching engine and chassis numbers, 5 speed gearbox and running in miles since..... **£139,995**



**1967 Fiat 500 RHD,** highly modified and retro look. Brand new 650cc engine, Abarth drive coupling blocks, discs all round, steering rack conversion, new gearbox, new wiring loom etc. Only a few thousand miles since full rebuild, very quick and great fun..... **£12,995**



**1933 Austin 12/4 Harley.** Excellent to drive, very usable, reliable and in delightful condition with excellent paintwork, bodywork and interior. Original registration mark, very correct and presented in top class order with detailed engine bay. .... **£13,995**



**1939 Chrysler Royal Saloon.** Wonderful, large and impressive original RHD car that has spent the past few years in Latvia's Riga Motor Museum. Currently going through our workshops for MOT preparation prior to UK registration. .... **£22,995**



**1974 Jaguar E-Type V12 Roadster.** UK car, genuine 58k miles and finished in BRG with Biscuit trim and chrome wire wheels. Outstanding bodywork, paint, interior and hood, superb mechanically. Top class car..... **£99,995**



**1975 Triumph TR6.** 125bhp and excellent to drive. Strong engine, gearbox and handles superbly. Over 60k miles since rebuild so perfect for regular use. Proven reliability. . . .... **£17,995**



**1960 Mercedes Benz 190 Ponton.** A very honest, usable car that has never needed a full rebuild. Rare original UK RHD car, not many left like this..... **£15,995**



**1971 MGB GT.** Rally prepared with full roll cage, brand new Ivor Searle engine, Minilight wheels and thousands of pounds worth of brand new parts. .... **£6,995**



**1991 Ferrari Testarossa.** 33k miles, 12 service stamps, £18k of invoices, finished in Rosso Corsa with Nero 8500 hide and Nero Carpets. Top class example, cambelts, engine out service in January. .... **£134,995**



**1978 VW Camper.** £16,000 of expenditure since 2008 and in excellent order throughout. RHD Walk through Devon Conversion, 8000 miles in 2014 and alone and very usable. .... **£20,995**



**1954 MG TF 1250.** Finished in O.E.W with Black leather and chrome wire wheels. Genuine UK car with 5 speed manual gearbox. Ideal long distance tourer, lovely aged paintwork and driving superbly ..... **£26,995**



**1949 Ford F3 Pickup Truck.** Subject of three year rebuild from 1997 to 2000. Just one owner from 1997 who has spent thousands restoring the truck to a first class condition. Very usable, regularly on the show circuit and probably the best in the UK, ..... **£24,995**



**1955 MG Magnette ZA.** MGB 1800cc engine, 5 speed gearbox, brake servo, Koni shocks, the best driving ZA we've had. Original number, original interior, buff logbook, original colour of Island Green. .... **£14,995**



**1958 Jaguar MKI 2.4 Manual with Overdrive.** Stunning example subject of extensive body and engine rebuild. BRG with lovely original Tan leather. Driven to us from Jersey. .... **£29,995**



**1985 Mercedes Benz 280SL.** Very smart original example. Covered 74000 from new. A great all year round classic which offers excellent reliability and performance ..... **£14,995**

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**1952 MG TD.** Stunning example worthy of winning local shows. Gleaming Red paint, superb Black leather, excellent chrome and beautifully detailed engine bay. Restored to a high standard .....**£32,995**



**1968 MGC Roadster.** Mineral Blue with Dark Blue leather and chrome wire wheels. One family owned for around 30 years and receipts with the car totalling almost £30k. Excellent car with history, provenance. Overdrive, stunning paint, a superb buy. ....**£26,995**



**1961 Austin Healey 3000 MK1.** UK car, under 50 miles since long term major rebuild. Unbelievable spec with brand new chassis, aluminium wings, doors, boot and bonnet, full engine rebuild with Denis Welch oil pump and timing chain, piper fastroad camshaft, all sump, Tulip straight cut gear set **£79,995**



**1971 MG Midget.** Superb driving, useable example that has recently had a full re-paint to a very high standard. Interior treated to re-trimmed seats and very smartly presented throughout with new chrome. Supplied with full 12 months.....**£6,995**



**2007 Jaguar XKR 4.2 Supercharged.** 52,000 miles from new with exceptional full Jaguar main dealer history. Excellent condition inside and out, comes with Jaguar warranty. Very quick, superb to driver.. .....**£21,995**



**1973 MGB GT V8.** By far the very best we have seen. Full nut and bolt, Heritage Shell rebuild just completed, £41K spent. Show standard car with uprated suspension, brakes, various modifications and Stage 2 V8 engine. Teal Blue, painted body colour underside and Black leather. ....**£36,995**



**1986 Austin Mini Mayfair.** This lovely automatic example has covered an astonishing 20,000 miles from new. Gleaming metallic gold paintwork with complementing brown velour interior, .....**£5,995**



**1973 Triumph TR6 PI.** Outstanding bodywork, exceptional panel gaps, lovely Dark Blue paintwork with Tan upholstery. Used for long distance touring and very correct. 150BHP UK car that is running perfectly. Excellent car all round. ....**£22,995**



**1968 Lotus Elan + 2.** Subject of a body off restoration which included a new galvanised chassis. A useable and reliable car which is fantastic fun on the road.....**£19,995**



**1968 Triumph TR5 PI.** Genuine UK car that was shipped to Sweden new as special export. Stunning car that was driven to us from Teeside and was subject of a major rebuild many years ago. Very usable car and nicely aged .....**£37,500**



**1950 Rover 75 Cyclops.** Ultra rare, very early square dial model. 39K miles, low ownership and hugely original. Lovely older paintwork, excellent solid original body and totally original interior. A real time warp and hard to repeat. ....**£14,995**



**1977 MGB Roadster.** Unbelievable find with just 6500 genuine miles from new. Stunning original car, stunning original body, gleaming paint and exceptional upholstery. ....**£12,995**



**1965 Jaguar S-Type.** A very smart 3.8 manual with overdrive. Retains a high level of originality and has had just summer months use since 2001. Complete with its original tool kit.. .....**£29,995**



**1951 Sunbeam 90 Talbot.** One family owned for 55 years. Very original car with Black paintwork, Red upholstery (partly re-trimmed) and excellent to drive. Very honest car, .....**£8,995**



**1923 Ford Model T 4 Seat Tourer.** Very large, imposing and impressive. Many years featuring in 'Concours d'Elegance' events in Germany. A real museum piece that is also on the button and useable. Rare four seater Torpedo body, wonderful...**£26,995**



**1968 Morris Minor Traveller** finished in O.E.W with Black trim. Genuine mileage of 49750 and excellent to drive. Nicely aged, excellent woodwork and strong mechanically.....**£11,995**



**1961 Jaguar MKIX 3.8 Automatic.** A true time warp. 49000 miles and history from new. The car has spent almost its whole life in East Yorks and is presented in beautiful original order. Desirable reclining front seats, rebuilt power steering and lovely bodywork and paint.....**£27,995**



**1970 Jaguar E-Type Series II 4.2 Roadster.** UK car, matching numbers, original colours and registration mark. 1500 miles since major rebuild 20 years ago, further £20k spent late 2015 taking car to a top class standard. Hard top included, ....**£89,995**



**1953 MG TD.** Old English White with new Green leather and brand new weather equipment. Recent restoration with some nice upgrades to include 5 speed gearbox. One of the best driving TD's we had. ....**£29,995**



**1974 Triumph TR6 PI.** UK car, fuel injection, buff logbook and original colours of Mimosa Yellow with Black trim. Stunning engine bay, superb useable car with exceptional paint and sharp interior. Hard top and mohair hood. ....**£24,995**



**1933 Sunbeam 25 Pillarless Coupe.** Rare, desirable, wonderful to drive and in lovely useable condition. Original number, extensive history, recent major engine work and stunning older paint and beautifully aged leather. Only 2 other known worldwide with this body.....**£46,995**



**1997 AC Cobra by AK Sportscars.** The nicest cobra replica we have ever come across. Drives like a dream and sounds magnificent.....**£37,995**



**1931 Hillman Wizard DHC.** The only one known in the UK, super rare, a true collector's piece. Nicely presented, older restoration that's perfectly usable. Large, imposing, and super 15.7HP engine. ....**£22,995**



**1964 MGB Roadster.** Desirable pull handle model finished in BRG with Black leather, painted wire wheels and hard top. Very useable example with excellent paintwork and bodywork and recent mechanical re-commissioning. ....**£12,995**

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# Discoveries



Opel Rekord A and Datsun 220 are both rare, but sadly their fate looks sealed.

## TOTALLY TENERIFE

Llandudno-based reader F. Lindsay Jackson spends a lot of time on the Canarian island of Tenerife, usually returning with photographs of interesting classics spotted during his travels. His last visit was no exception, although he admits that the task is becoming increasingly more difficult: "Very few old cars are now abandoned, as a €2000 scrappage deal is in operation together with bargain new prices to get old things off the road. Still, I managed to find a few."

A solid and straight looking Jaguar XJ40 was spotted in the northern region of Mesa del Mar, an area favoured by Mr Jackson as it's largely Spanish speaking and attracts fewer tourists than the south. Although

probably dating from the late '80s, the Jaguar apparently wasn't matriculated onto Spanish plates until 2004; its last ITV (the Spanish equivalent of an MoT) expired in 2014, however, which means this promising looking XJ is no longer in use.

Found in the same area was a Lincoln Continental IV, located in a field and looking rather the worse for wear. Partially dismantled and obviously neglected, this once-prestigious American cruiser of the '70s has met an unfortunate end in the Canarian sunshine.

The south of Tenerife also revealed a few interesting classics, with Mr Jackson stumbling across a Mitsubishi Lancer A70-series (of the type produced between 1973

and '79) in the San Miguel area. Although its ITV expired nearly two years ago, the Lancer looked to be impressively solid – but is it ever likely to see the road again?

Equally rare were a Datsun 220 (better known in Japan as the Cedric) of early '70s vintage and an Opel Rekord A, of the type produced from 1963 to '65. The two cars were found 'parked' together just off the TF1 motorway in the south of Tenerife, and looked like they haven't been moved in a very long time. Sadly, it looks as though they've finally reached the end of their working lives.

Many thanks to Mr Jackson for his latest collection of Canary Island discoveries. We look forward to the next instalment.



Left: The first-generation Mitsubishi Lancer was produced for six years from 1973. Partially dismantled Lincoln Continental IV has obviously seen better days.



## ALPINE RESCUE?

Whilst on holiday near Chichester back in the summer, *CCM* reader Mr G Dinnis – who lives in Cornwall – came across this neglected looking Sunbeam Alpine on a farm. Mr Dinnis couldn't supply us with any further information, so unfortunately we've no idea whether or not the Sunbeam is destined to be restored at some point.

It's interesting that the car features a couple of hardtops (one in the right place, one on the bonnet), which might suggest that the owner is collecting parts for it – with a view to carrying out work. Or maybe not. If you know more about this particular Alpine and can tell us its likely fate, we'd love to hear from you.



Found on a farm, is this Sunbeam Alpine likely to be restored in the future?

## '50s FAVOURITES

Proof that you don't need a big budget in order to snap up a BMC favourite from the 1950s came via a couple of recent online auctions, in which a '54 Morris Minor Series II and a '59 Austin A40 were on offer with low-sounding starting prices. Interestingly though, the two cars met with rather different responses, despite both needing plenty of work in order to return them to their former glory.

The A40 was an interesting challenge for anyone who fancied taking part in some kind of historic motorsport, as it already had a custom-built (and professional looking) roll cage welded in place. Despite being sold with no engine or gearbox, and needing major work before it could take to the road or track, the little Austin attracted a healthy number of bids before going under the virtual hammer for £511. By A40 standards, we reckon that's pretty good value.

Restoration of the Minor will be an even bigger challenge. The vendor has owned it since 1979 but took it off the road in '83, since when the engine (a later 1098cc unit) has seized. The floorpans look completely rotten and just about every body panel has suffered, as has the interior. By any standards this is an ambitious project, but to fans of split-screen Morris Minors it's potentially an interesting opportunity. Sadly, however, nobody was tempted to kick things off at the starting bid of £500.

If you're the proud new owner of the A40 or you know what's since happened to the Minor, it'd be great to hear from you.



Top: With its built-in roll cage, will this A40 end up as some sort of historic racer? Above: Failing to sell at the time we spotted it, this '54 Minor needs major renovation work.

# CLARKES XJS WORLD

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THE XJS! Invest in a market where your money is safe and will steadily appreciate



#### 1995 LHD 6.0 V12 Convertible

6.0L Left Hand Drive Convertible in the popular and stunning flamenco red with full Tan leather trim and contrasting cream piping, very good condition vehicle and a low mileage example with only 69,000 Miles this car has definitely been cared for by it's previous owners. **£32,500.** p/x poss.



#### 1996 6.0I V12 Convertible LHD 2+2

Extremely rare car. Beautiful Flamenco Red with coffee leather piped cream. Very desirable 6.0I 20 spoke alloys, factory supplied with rear spoiler. A high specification car with many extras. Outstanding condition **£34,950**



#### 94/95 Model 6.0L V12 Convertible LHD

Unusual and popular Spindrift white with tan leather piped cream, contrasting tan roof, and many other jaguar extras, low mileage with history to confirm. Outstanding condition and a real head turner. **£34,950**



#### 1994 XJS 4.0I AJ16 Convertible

In stunning British racing green with dark brown hood, colour coded headlamp surrounds and grill, contrasting cream leather trim, a total of 12 stamps in the service book accompanying it's mileage of 44,000, all the Jaguar refinements you'd expect from the flagship car. Outstanding condition and a real head turner.. **£32,500**



#### 1996 Jaguar XJS Coupe 4.0

One of the last cars registered 06/01/1996. It's travelled a total of 8000 miles in the last five years and has a total of 128,000 and the MOT runs till December 10th 2015. Cars in good order and has had a total of 6 keepers. Comes with the benefits of twin headlamps, diamond cut and polished celebration wheels and a factory rear spoiler. **£9,750 p/x poss.**



#### 4.0 Celebration Convertible

1995 4.0I Celebration Convertible automatic. Spruce metallic green with cream leather and Coffee piped embossed seats, Black hood, Fog lights, headlight washers Celebration extras include half wood wheel and gear selector, unmarked diamond turned Celebration alloy wheels. Lovely looking car with service history **£29,750**



#### 1994 LHD XJS 4.0I Convertible

In rare special order Rose Quartz with a dark brown hood, polished 5 spoke alloys, superb cream leather trim, cruise control, memory lumber and many other jaguar refinements, outstanding vehicle, not to be missed **£19,950**



#### 1996 LHD Jaguar XJS Convertible

In Topaz with coffee leather piped cream on embossed high back seats. Celebration wheels with half wood steering wheel, wooden gear selector, side protection strips and more. Very pretty car. **£17,750**



#### 2002 XK8 Convertible

XK8 4.0 V8 in platinum Silver with ivory leather trim and a black hood. This vehicle has been well maintained over the years. Looks and drives superb, adaptive cruise control, parking sensors 18" Jaguar alloys. A future classic in the making. **£13,750**



#### 4.0 Celebration Convertible

Stunning Ice Blue with cream leather trim and blue hood, low mileage example with service history to confirm, later AJ16 engine, wooden gear selector and half wood wheel, matching cream tonneau and all other jaguar refinements expected from a celebration model XJS. **£29,750**



#### 1995 XJS V12 6.0I

Extremely rare car Sapphire blue with light grey leather chrome 16in Jaguar wheels a rare car specially sourced by Clarkes. Ultimate specification last of the line XJS **£14,950 p/x poss**



#### 4.0 Celebration Coupe

1996 XJS 4.0I celebration coupe in Sapphire blue. Full oatmeal piped leather. All celebration features half wood steering wheel and gear selector, Jaguar embossed seats, hand painted pin stripes, twin headlight conversion, later AJ16 engine with improved performance, beautiful and original example **£13,750**



Clarkes Jaguars previous customers with their cherished XJS's. Will your pic be here?

**All XJS requirements met, sales, purchase, service, wheel refurbishment, wood renovation, body work.**

*Wishing all customers past and present a merry Christmas  
and a prosperous New Year!*



**1989 XJRS Le mans Celebration 5.3i V12**  
No 82 of only 100 built. Original Tungsten grey with doeskin leather piped. Full body kit, speed line wheels, a rare car and not for the faint hearted.  
**£19,750 p/x poss**



**1990 LHD Jaguar XJS 5.3 V12 Convertible** in rare triple black colour combination, this vehicle has many features such as twin headlamps, Jaguar lattice alloys, front spotlights, heated rear window, Electric seats, high level brake light, air conditioning, two sets of keys, owners manuals and lots of others. This vehicle has to be seen to be appreciated as it's in stunning condition with a mileage of 74,000 which looks more like 7,400! This car's lived a pampered life and has been specially sourced by us at Clarkes. **£15,950**



**1986 V12 Cabriolet** With genuine 39,000 miles in beautiful Dorchester Gray with dove leather and fitted with lattice wheels, originals available at request. A very pretty car and getting even rarer now  
**£18,950 p/x poss**



**1994 XJS 4.0 Coupe** 1994 Xjs 4.0 Litre coupe in stunning British racing green with doeskin leather trim, 16 inch 5 spoke wheels and all the usual Jaguar refinements. Last sold by us to a customer that's cherished the car for many years. Many M.O.T certificates and bills of works carried out to the vehicle are included. Outstanding vehicle, not to be missed. **£10,950 p/x poss.**



**1995 LHD 6.0i V12 Jaguar XJS Convertible** in stunning British racing green with Matching Green hood, unmarked Diamond cut and polished Jaguar 20 spoke alloys, Full doeskin hide trim with dark green piping and dark green carpets, Cruise control, High level brake light, electric mirrors, electric windows, Trip computer, Air conditioning, wood gear selector, Twin airbags, all owners manuals, two sets of keys, memory lumbar seats and many other Jaguar refinements. High specification model and outstanding example of the V12 XJS with only 71,365 Miles. **£29,500**



**1990 Jaguar XJS V12 5.3 automatic**  
Solent blue with doeskin leather lattice alloys, 67,000 miles with a nice history and recent invoices listing works carried out by ourselves for the previous owner. **£7,500**



**WOW 6,900 MILES FROM NEW** - Extremely rare special order 94/95 Model 6.0L V12 LHD Convertible in new showroom condition has to be one of the best examples in the world. Stunning Flamenco red with a cream leather and red piping, unmarked tan hood, rear spoiler, all Jaguar refinements expected from the flagship car. **£65,000**



**2003 Chevrolet Corvette**  
Black with black leather. 5.7 V8 auto only 33,000 miles Euro specification and currently registered in Spain. (can be UK registered on request) superb condition throughout and a real eyeful. **£18,950 p/x poss**



**1995 LHD Jaguar XJS 6.0i V12 Convertible**, Stunning Sapphire blue with cream full leather, Blue hood, diamond polished 20 spoke alloys, high level rear brake light, lumbar support, high-back piped and roughed leather seats, unmissable six litre in beautiful condition specially sourced by Clarkes. **£29,950 p/x poss.**



**1992 Custom Rover Mini Sprite 1275cc A-Plus Engine** Custom built by Protusion Customs, has an unbelievable amount of added extras and modifications you'd never expect to find on a car like this. Full car completely de-seamed, Gold minilite wheels, gold grill, LED headlights and surrounding LED's for indicators, LED indicators on mirrors, LED's in rear window for brake lights and indicators, TV screens in dash and rear window, Two 15" Kicker Sub woofers, EQ and power cap, Remote triggered door opening mechanism and more, this car purely has to be seen in person to be fully appreciated.



**1995 4.0i AJ16 Convertible** in Stunning Ice Blue with contrasting Dark blue hood and grey leather trim. This AJ16 Model, although it's not a celebration model has the features such as a, Half wood wheel, Unmarked diamond cut and polished celebration wheels, Wooden gear selector and Chrome mirrors. Also many Jaguar refinements such as Air Conditioning, Electric seats, Heated rear window, cruise control, Electric mirrors and lots of others. Nice mileage vehicle with service history, works carried out and two sets of keys. **£27,500.**



Quality stock always required.



Clarkes Jaguar

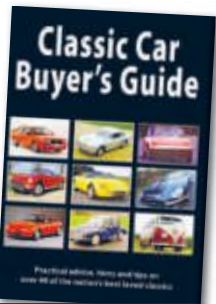


Clarkes XJS World

The main house, Long Barn, was built in the 1800s in the style of a Dutch barn and can be seen from the B2102. Behind the barn, the vehicles are kept in dry storage 24hrs a day. A selection of cars are kept on three levels of the museum but even with over 20,000sq feet of space, things can still be squeeze. In addition this, we have a massive selection of automobila on display. The Clarkes workshops have three ramps in total and there is space for all your XJS needs. Please call for details.

**[www.clarkesjaguar.co.uk](http://www.clarkesjaguar.co.uk)**

# PRIDE & JOY



The owner of this month's star car wins a copy of our **CLASSIC CAR BUYER'S GUIDE**. For your chance to win a copy, send some decent pics of your car plus a daytime contact number to: **Pride & Joy, Classic Car Mart, Kelsey Media, PO Box 978, Peterborough, PE1 9FL** or email them to [ccm.ed@kelsey.co.uk](mailto:ccm.ed@kelsey.co.uk)

## 1954 JAGUAR XK120

STAR  
CAR



David Faye has owned his 1954 Jaguar XK120 since late 1998

and a comprehensive rebuild by its previous owner included a very expensive engine overhaul and a refurbished cockpit. According to David, the car wasn't used much once the restoration had been completed and so the owner reluctantly decided to sell it. While checking the oil in the XK's straight six, David pointed out that his car is a rare right-hand drive XK120 and only about 150 of these were built, the remainder being left-hookers destined for the lucrative post-war export market.



## 1969 WOLSELEY 16/60



Last August, a total of 34 classics took part

in the Cambridge Oxford Owners' Club's annual week long trip, which last year took in a sea voyage to the Isle of Man. The trip was organised by club secretary Steve Turner, seen here with his Wolseley 16/60 after getting off the ferry at Douglas. Although the majority of the cars taking part were all Morris Oxfords or Austin Cambridges, a signwritten Devon van and an E-Type Jaguar were among the other classics taking part.



## 1967 VAUXHALL VIVA SL



Chris and Emily Dunham purchased

their low-mileage 1967 Vauxhall Viva SL on that well-known internet auction site in 2009 and are over the moon with their lucky find. With only one previous lady owner, this Viva has only clocked up a mere 19,700 miles since it first left the showroom 43 years ago. Other than being repainted in Pampas Green, this ultra rare Vauxhall has managed to retain a huge amount of originality and always attracts the crowds.



Got a classic you want the world to see? Or a work in progress? Then send us the details and a couple of photos to [ccm.ed@kelsey.co.uk](mailto:ccm.ed@kelsey.co.uk) and get your 15 minutes of fame on these pages. It doesn't have to be an exotic either: the more oddball, the better as far as we're concerned...

## 1970 RANGE ROVER



Richard Beddall's Range Rover is one of 26 Velar engineering development vehicles built between 1969 and 1970. In fact YVB 166H was the one that won the very first off-road endurance rally in the UK in May 1971 when crewed by Roger Crathorne and Vern Evans. Richard runs the Land Rover Experience for London and the South East at Luton Hoo and is seen here standing next to his pride and joy soaking up last summer's sunshine at a local car show.



Sliding side windows

and no internal door cards marks out Andy Handson's superbly presented Riley Elf as a very early example of one these luxuriously kitted out 'booted' Minis. Andy is obviously extremely proud of his baby Riley and is seen here with it at a classic car event held at West Park in Bognor Regis last July. The first generation of the Riley Elf was launched along with the similarly bootied Wolseley Hornet in 1961 and production of both models ceased in 1969.

## 1965 RILEY ELF





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## No.8: MINORS ON TOUR

The annual foray to the Continent by the Morris Minor tribe is not to be missed. We hitched a ride for the 2015 event.

Words and photography: Steve Wilson

**T**he MOT event is many things: it's a feeling, it's sometimes a long run, it's the annual meeting of a tribe with its own rituals and customs. It's a challenge, it's not without hazard to man and machinery, it's frequently a hoot, it raises money for charity, and it's very rarely boring.

One thing's for sure: the MOT (Minors On Tour) is a lot more than just a foreign rally for old bangers. It's mainly about the Moggies – over 60 Minors made it this time – but occasionally it can be flexible. Your correspondent has attended in a top-down 1000 Tourer, but also in an MGB GT and on a Moto-Guzzi.

One Dutchman who owns a white Tourer has come for the last couple of years in his 2CV, with no mutterings of “wrong neighbourhood” and my pals Axel and Ursula Behrend, who have more than one Minor, this year again came in their Morris

1800 Landcrab. It's kinder on the long run from northern Germany towing their '50s expanding caravan, and with the Landcrab's famously vast interior easier to carry all their necessary stuff – and this year, also my camping gear, including, crucially, the 1950s canvas camp bed, the key to the excellent nights' sleep I enjoyed under canvas.

This year, the 33rd MOT, was a significant one, as it marked the handover after eight years, of the rally's organisation from the redoubtable Pam Holmes and her ex-RAF husband Ash, to Andrew Dyer. This was symbolized in the 2015 logo. Beneath a chestnut tree, emblem of the Ardeche region where the rally was held, where chestnuts still feature large in the cuisine, stood the Holmes' modified Tourer, next to Andrew's 1961 'Minor Million', one of the limited edition of 349 lilac-coloured two-door saloons made to mark that production milestone.

Only – in the location photo it's not Andrew's car, as unfortunately, just before the off his dynamo front bearing broke and he couldn't bring the car. But luckily another 'Million', belonging to Alan Jones was able to step in. That's the MOT way – disaster may strike, but people rally round, and usually things come right.

MOT locations are always a compromise: closer to home usually means more participants, but further south offers great scenery and the likelihood of better weather. After comprehensive reconnoitring (an invisible part of the organisers' job), Pam and Ash decided on a far destination, the Ardeche, in the hills to the west of the Rhone river valley, for their final go.

And in particular, they chose the outstanding Domaine Les Ranchisses site there, a couple of miles outside the little town of Largentière. Nestled



Pam and Ash's supercharged Tourer up in the Ardèche mountains where the river rises.



amidst the hills in a wooded valley, the Domaine proved exceptionally well-run and pleasant.

But first you had to get there. The two main routes south from the Channel were the A7/E15 via Lyon, or further west, the A5/E11 to Clermont-Ferrand. If you took the latter, the last 100 miles involved an eastward journey up into the hills and down again on twisting A-roads, culminating in a 15-mile cut-through (as recommended in the very useful MOT handbook), on truly rustic roads, the last dozen up-and-down miles on a steep single-track through deserted forests, and down to the site – quite a finale after a long drive. But no Minor came to grief there.

Or you could do as I did for my return journey, and take one of Brittany Ferries' ships over the border in Spain, to or from Santander or Bilbao. These routes have proved so popular that the company has laid on extra sailings. One attraction is the resident wildlife team aboard that helps you spot the whales and dolphins in the Bay of Biscay. These trips really are part of the holiday.

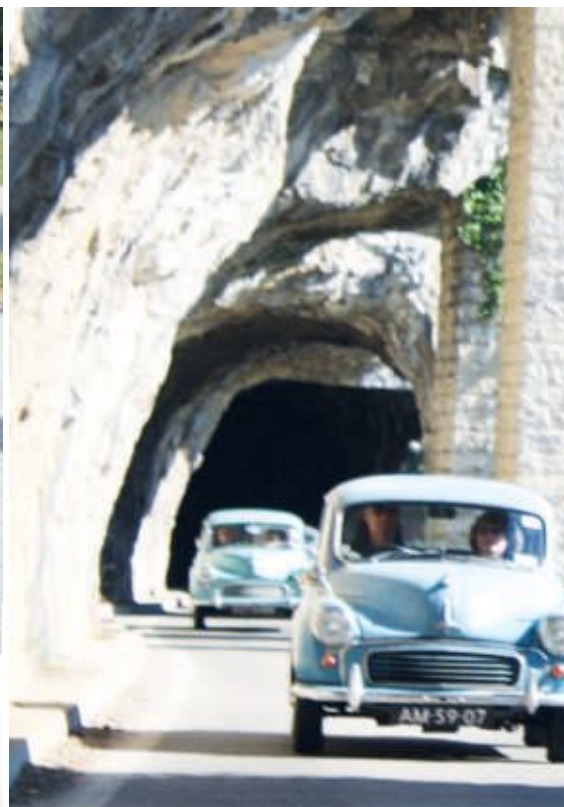
However time was of the essence for me getting to MOT, as I couldn't leave England till Sunday, May, 24 – the day it started. So I opted for one of the fast new Brittany Ferries ships from Portsmouth, which after a 7am



In case anyone didn't know what country made Morris Minors... Tony Briance with his Tourer, featuring spare bonnet originally done for Club's Jubilee.



Mike Dean at the wheel of his quick Traveller.



On the drive up to the prehistoric Caverne du Ponte d'Arc.

The Ardèche is up-and-down country.



start, got you to Le Havre by 11.30 their time. I was at the MOT by late Monday afternoon. But others weren't so lucky...

Father-and-son team first-timers Rob and Chris Hope-Jones set out in their 1970 two-tone two-door Saloon, which young Chris had recently rebuilt. It was called 'Roxanne' – most well-loved Minors are given names. By the time they left Calais, oil leaks were starting to show and 200 miles in, things had got really bad so they pulled off the autoroute into Chaumont.

The RAC found them a garage, which next morning on Monday had the car up on their ramp, diagnosing leaks at the cover plate and then the sump, which they said due to other work, could not be attended to until Tuesday. But since the car was already on the ramp, Chris and Rob were allowed to work on the sump themselves. They did it in 20 minutes and were only charged 10 euros.

However, back at the péage toll point, oil was pouring out again. The RAC told them, interestingly, that if they broke down on the motorway, UK Recovery was not available, and the police would have to tow them to a compound – expensive and time-consuming. So on A-roads they limped to the town of Langres, and in a supermarket car park there, Chris phoned his pals in the Young Ones. That's the popular tag for the Club's Young Member's Branch, representing an important part of what keeps the MMOC lively and growing. A convoy of



## “Recovery was not available and the police had to tow the Minor to a compound – an expensive and time consuming exercise”

four cars was heading south, and within an hour Chris Ryder and the others pulled in, bearing a full gasket set and jointing compound.

The problem had now been correctly identified as the blown semi-circular gasket at the rear of the engine/gearbox, and fixing a new one was an engine-out job. Four of them lifted the motor out, but then understandably the Young Ones needed to be on their way. So once the rear end was sealed, Chris and Rob had to lift the lump back in themselves, finding the Minor's normally welcome wide engine bay meant that they had to support the engine awkwardly at arm's length. Improvising with jacks and bits of broken pallet, they finally did it. After buying hand-wipes, oil and a meal at the supermarket, they set off again at 6 pm, drove 300 miles steadily through the night, and finally arrived at 4.45am on Tuesday – to find the camp gates still locked for the night. They celebrated their arrival with ferry-bought beer and whisky, slept in the car, and were awakened at 7am by a tap on the window – it was MOT-er Brian Springall, bringing them fresh croissants.

Meanwhile, after welcoming drinks on Saturday night, the MOT had already kicked off on the Sunday, with a wonderful run out and picnic in the company of a local classic car outfit, the '07 Auto Retro Club', who demonstrated ample French hospitality and



Dutch driver Rein at the wheel of 'Seven' negotiates a small French town.

bonhomie at stops on the route along with their Peugeots, Citroëns and Minis. On Monday it was an MOT institution, 'Le Drive' through the surrounding hills and gorges, with Ash Holmes able to instantly revive one ailing four-door by replacing its failed electronic ignition unit with a spare one he happened to be carrying.

Meanwhile Tuesday dawned with a visit to the weekly market in Largentiere. Axel, Ursula and I, along with others, opted to walk the couple of miles there on a back-trail along the mountainside rather than on the steep-sided road, with a kind offer from MOT-er David Walker to carry people's bulk shopping back in his MkV Cortina Estate.

The market in the magical town, bisected by bridges over the rocky little river Ligne, was a wonder, yielding not just a profusion of saucissons, artisanal breads, cheeses, olives and herbs, but the best nougat I ever tasted, from the source, nearby Montelimar.

That evening saw the group photo, with a lot of Ash-and-Pam-directed manoeuvring to get all the cars packed close while keeping the red dust down. I chatted to another first-time couple, Richard and Val Hart, down from Norfolk in their recently acquired 1960 Traveller, whose voltage control had failed 150 miles south of Calais, and unknown to them going to full charge, with



The Minors On Tour (MOT) 2015's logo was this image representing the handover of the organisation from Pam and Ash (Tourer) to Andrew Dyer (Minor 'Million'), beneath an archetypal chestnut tree of the Ardèche.

smoke coming from the dash. Unsure of the problem, they tried bypassing the ammeter, but the heat and smell continued – at a garage they found the battery was steaming – yet they carried on, with frequent stops, at 40 mph. Once they'd reached the site, Dave Hopkins, the designated 'Mr Fixit' along with Graham Ryder, after discovering spaghetti-like wiring behind the dash, had fitted a new control unit and battery, plus soon after, a new universal joint. But the Harts had made it to where MOT back-up could kick in, and that was the main thing.

For Wednesday's trip to the replica Caverne du Pont-d'Arc, I hooked a lift in Pam and Ash's Tourer. The real Caverne had been discovered nearby by cavers in 1994, after being sealed and preserved by a rock-fall for 28,000 years, and had set back the date of known European cave-art to 36,000 years ago.

I relished being back in an early open-top Series 2 Minor, as we led several others along the Ardèche valley and winding up to the limestone cliffs. To boost pulling power, Ash, no mean mechanic/electrician, had fitted an early Shorrock's supercharger to the 948cc engine. The car pulled smoothly and powerfully, but there had been some trouble with cutting-out at traffic

lights, plus a faint aroma of petrol, later traced to the choke cable escaping from its locator so that the car had been running on full choke.

We climbed into the hills by sheer drops and through tunnels, the sure-footed Minor with its wonderfully throaty exhaust bringing it all back for me, as Pam shrieked gratifyingly at the slightest provocation! We reached the spectacular site high in the hills and the cave experience was moving, once you'd got over the presence of other guided groups ahead and behind you. Concentrating on the engravings and smear-paintings of cave-bears, horse, stags, mammoths and rhinos, often with the outlines of others behind them, showed how they would have given the illusion of movement when viewed by firelight in this dark, sacred space.

The auction took place that night, with several hundred pounds raised for the MOT's favoured charities, Leuka and the British Heart Foundation. There had been a long-running MOT tradition of garden gnomes getting filched and turning up in embarrassing locations. This was continued with a pair of cruets, porcelain pigs dubbed 'Making Bacon' due to their potentially rude configurations, which the owner had been relieved of, so he just had to buy them back at auction!

Thursday brought 'Le Walk' would have proved pretty strenuous in the hot weather, so I didn't regret opting for 'Le Pool' instead. That evening saw the farewell group dinner, as many would be packing up and leaving the following day to go home for work or school on Monday. There were awards for the best vehicles and of 'Number Plates' for outstanding or unusual achievements – the one for Chris and Rob Hope-Jones was preceded by Ash claiming that he'd had a letter from a supermarket in Langres concerning the condition of their tarmac... Ash and Pam, who were retiring as organisers, received heartfelt thanks and were later give some smart metal bottle-holding sculptures.

Friday's canoe trip resulted with Axel joining in with his own canoe and reporting that the 14km of the Ardèche river he'd travelled along had been outstanding and not crowded as it would be in high summer. I stayed at camp packing up and relishing the final sight and sound of the Minors all around. That evening Axel, Ursula and I dined deliciously in a terraced restaurant overlooking the river, savouring snails in a chestnut sauce. I reflected that if the 33rd MOT had done nothing else, it had certainly renewed my love and admiration for Morris Minors and for the folk who still drive them. **CCM**

# Andrew Eggleton

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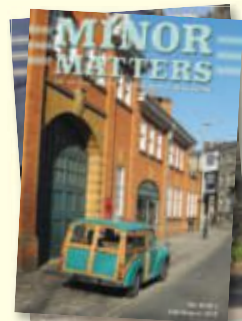
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# EXECUTIVE EXPRESS

The now scarce XJ-C is often described as one of the prettiest classic coupés Jaguar ever produced. We put one through its paces to see if it performs as well as it looks.

Words: Iain Wakefield Photography: Chris Frosin

One of the most desirable production cars ever to roll off the assembly lines at Jaguar's Browns Lane factory has to be the attractive coupé version of the four-door XJ6 saloon. Just 10,426 XJ-C's were built between 1975 and 1977 and today roadworthy survivors of these neat looking Jaguar or Daimler badged coupés are now sadly down to the low hundreds. This means trying to locate a good example can be challenging but we were lucky to track a

very tidy early six-cylinder powered XJ-C offered for sale by Ken Jenkins (01909 733209), an independent Jaguar specialist based in Worksop, Nottinghamshire.

The 4.2-litre Jaguar XJ-C Ken currently has for sale was converted to manual transmission when undergoing an extensive restoration several years ago and appears to be in very good condition inside and out. Other modifications fitted to this excellent example include triple 48mm side-draught Solex carburettors, a big

valve head, multi-branch exhaust manifold and a Powr-Lok differential to keep the extra horses under control. This XJ-C comes with a full photographic record of all the restoration work, plus an extensive history file and viewing the car in the flesh for the first time didn't disappoint.

This stylish 40-year old coupé still has the ability to turn heads and that's exactly what the XJ-C did when the covers came off the prototype at the 1973 London Motor Show. The new two-door Jaguar was an instant showstopper and the



company proudly announced the coupé version of the four-door XJ6 would be available for the 1974 model year. However, labour disputes and production delays at Jaguar's Browns Lane factory pushed the XJ-C's launch back to 1975 and when the car did finally appear it was available with a choice of engines, either a 4.2-litre straight six or the ultra smooth but thirsty 5.3-litre V12.

The design of the XJ-C goes back to the mid-'60s when the first generation of the XJ6 saloon was being styled. Jaguar's founder, Sir William Lyons, was always keen to include a pillarless coupé in the new line up and early mock-ups included several two-door variants. Based on a shortened XJ6 platform, the XJ-C's stylish body initially suffered from a lack of structural rigidity due to the missing B-posts.

Although fine tuning the reinforcement on production cars went some way to stiffen up the monocoque, another issue with the pillarless design was that as low air pressure formed around the car's flanks, the front side windows were pulled outwards and away from the door seals. This resulted in an unacceptable amount of wind noise.

To solve the problem the engineers at Browns Lane developed a clever window lowering system, incorporating cables and a pulley to pull the glass closer to the rubber seals. Although this ingenious modification went some way to curing the problem on production XJ-C's, a certain amount of wind noise is still noticeable but certainly not loud

enough to spoil the driving experience. Nearly every XJ-C left the factory with a vinyl roof but this period capping can sometimes conceal a major problem as the factory-applied paint underneath the covering can crack due to the body flexing.

Over time this lets in water, especially along the lower seam between the roof and the rear quarter and rust can quickly take a hold. Thankfully modern paints don't tend to crack, so check that any repainted XJ-C you're looking at has had a new vinyl covering and any rust found lurking underneath properly dealt with. A closer inspection of the XJ-C's elongated doors will reveal a seam where the factory extended a standard XJ6 door frame to fit the wider opening.

Daimler versions of the XJ-C are easily identified by the marque's trademark fluted grille and were badged as either a Sovereign 4.2-C for the six cylinder cars or Double Six C for the 224bhp, 5.3-litre V12-powered version. Six-cylinder XJ-C's were powered by Jaguar's well proven double overhead cam 4235cc XK engine fuelled by a pair of SU carburettors, while twelve-cylinder versions regardless of the badge on the boot lid were all fuel injected. The only exception being a small number of early V12-powered versions destined for the European market. Air conditioning and automatic transmission was standard across the range as was leather upholstery and lashing of walnut veneer in the cabin.

## ON THE ROAD

The XJ-C's graceful pillarless profile still looks fresh today and opening the wide driver's door on this mustard yellow example revealed a spotless interior featuring mid-tan leather trimmed seats. Although Ken's business is selling classic Jaguar spares, tools and parts from his Nottinghamshire warehouse, this extremely clean 4.2 XJ-C has been his pride and joy for the last 13 years and was professionally restored some years before he bought it. A photographic record of the Jaguar's restoration is included in the car's history file along with over £30,000 worth of receipts detailing nearly every nut and bolt used in the rebuild.

Before easing myself into the car, Ken lifted the Jaguar's bonnet to show me the immaculately detailed engine bay. The straight six on this example was seriously modified when the car was rebuilt and upgrades included fitting larger valves, boring out the block to increase the swept volume to around 4.5 litres and skimming the head to raise the compression ratio. As we mentioned earlier, this XJ-C now sports a multi-branch exhaust manifold and three 48mm side-draught Solex carburettors fed by twin red top Facet pumps plumbed up to a Filter King filter with 10mm kunifer piping. A lightened flywheel matched to a competition clutch help transfer all the extra grunt smoothly to this executive express's independently sprung rear wheels.

**"A closer inspection of the XJ-C's elongated doors will reveal a seam where the factory extended a standard XJ6 door shell"**

### TECH SPEC

#### Jaguar XJ-C 4.2 (standard)

ENGINE	4235cc inline-six
POWER:	186bhp at 4500rpm
TORQUE:	240 lb.ft at 3750rpm
TOP SPEED:	115mph
0-60mph:	10.7 sec
GEARBOX:	3-spd auto
WEIGHT:	1763kg



This mildly tuned six-cylinder XJ-C drives as well as it looks.



Wide doors and no B-post gives the Jaguar XJ-C a well-balanced profile.

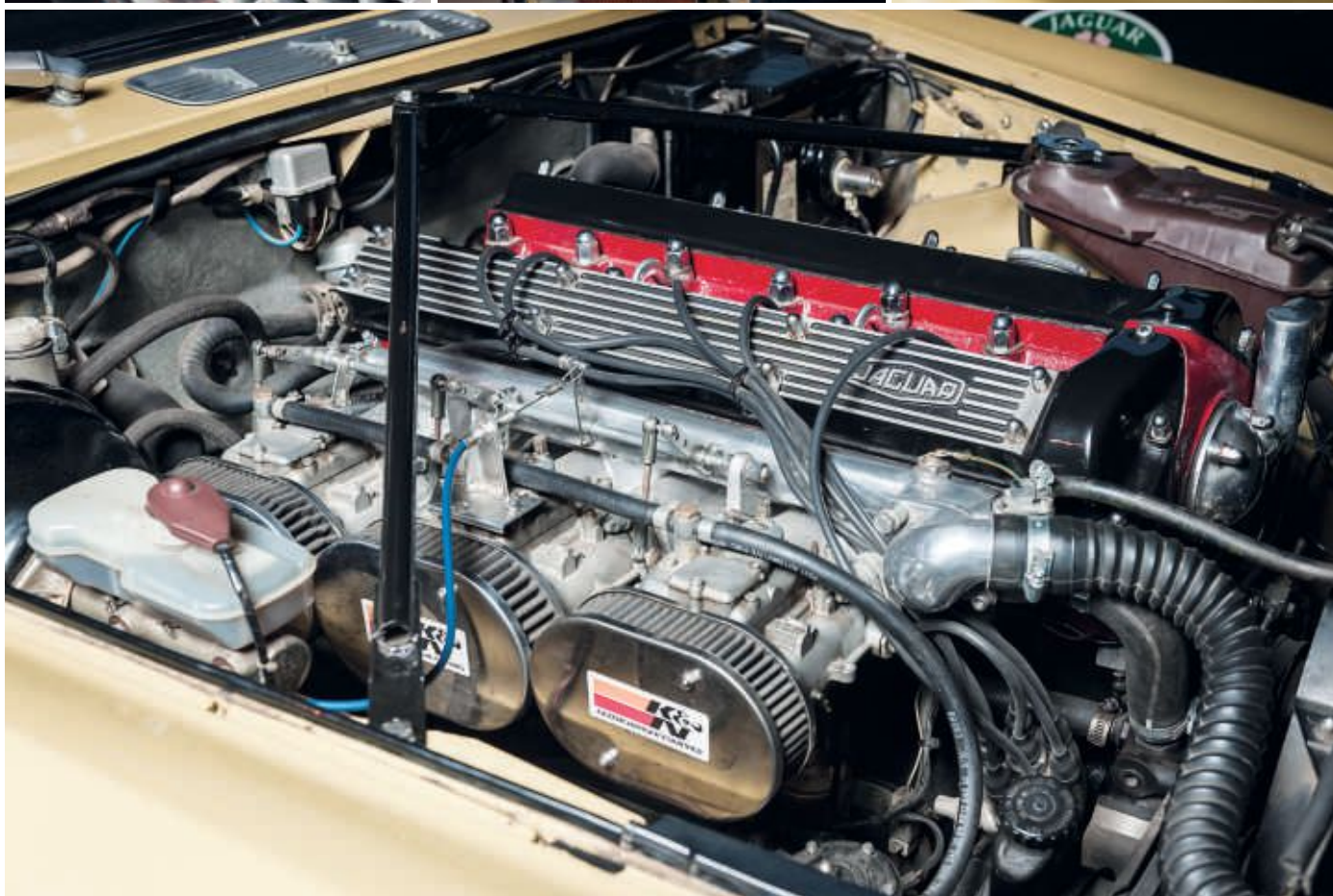


The suspension has been slightly tweaked and keen eyes will just make out a very clean pair of silencers peeping out of the business end of the stainless steel exhaust system.

Asked what work he's done to the car, Ken explains how he had to swap the specially profiled E-Type cams the car came with and fit a milder pair, as the XJ-C wouldn't idle smoothly. "It runs sweetly now though," said Ken before I set off for what would be spirited test drive and his advice to get the best out of the car was simple. "It likes to rev, so don't be afraid to give it some welly as that's the only way to get the best out of it," smiled Ken as he handed me the Jaguar's keys.

With the pilot's seat pushed back as far it would go, slipping behind the large, thin rimmed steering wheel was a piece of cake, even for a lanky six-foot plus driver like me. As soon as the engine fired up, it was obvious that this was no ordinary classic Jaguar. The regular beat of the exhaust reverberating off the walls along the lane leading down to the main road gave the game away that this wasn't a standard XJ-C. The exhaust sounded purposeful without being too intrusive, even with the windows down.

Although this XJ-C would have originally left the factory with a three-speed slush box driving the rear wheels, a four-speed manual was fitted while the car was being restored. It's a long time since I've driven a manual classic Jaguar saloon and what I liked about this one was the short



**Although a lot of time and money has gone into extracting a few more horsepower out of its silky-smooth straight six, this 40-year old Jaguar XJ-C has impeccable manners when out on the open road and would be the perfect classic to enjoy taking on an extended Continental jaunt to catch a bit of winter sun.**

throw between the ratios and how positively each gear engaged. Gear changes snicked into place and once the throaty six-pot had warmed up, swapping cogs between fourth and third certainly liberated a few of the extra horses trying to get out from under the bonnet.

A long journey would be a delight in this car and I was surprised how light the Jaguar's power steering was. This wasn't an issue as I soon got used to it and the light touch came into its own when spinning the car around in narrow farm gateways during our photo-shoot.

Ken was right, this XJ-C loves its revs and he reckons the nought to 60mph on this car is somewhere around six seconds, although he's never measured it accurately.

Out on the narrow lanes, the sense of speed seems a lot faster than it really is and when driving along the main road it's quite a relief to glance down at the instrument panel and find the actual speed is well below the legal limit. As the original rev counter on this XJ-C redlined at

5000rpm, a replacement was sourced redlining at 5500/6000rpm, although Ken reckons the modified engine will rev beyond that for a few seconds if pushed hard in third gear.

There's no indication in the car's history file showing what modifications have been done to the suspension. Ken however, reckons it's reasonably stock, as receipts only list new springs, bushes and shocks and makes no mention about performance items being fitted.

What's nice about this modified XJ-C is that it sits on a fantastic set of wheels and the ride height looks spot on. From the outside the car looks totally original and it's only when the engine busts into life the game given away that this is no ordinary 4.2 XJ-C.

The restored bodywork is in superb condition, although a keen eye may spot how the bonnet and bottom half of the body from the waist down have been repainted in a slightly different shade. This is only evident in certain light conditions and certainly doesn't

distract from this rare Jaguar XJ-C's superb condition.

Spirited cornering in this pillarless coupé produces very little body roll and the car's confidence inspiring road holding is helped by the beefed up anti-roll bar Ken fitted. The car feels sure-footed, even on the flat and twisty lanes of north Nottinghamshire and with over 300bhp on tap it's very tempting to let all these horses have their head. What's interesting is that with all the windows raised, there was very little wind noise, a major complaint when these cars were new. And if you like a little bit of music on the move, there's a fully working period radio-cassette player in the lower part of the veneered dashboard. This XJ-C is currently on sale for £24,950 and must be one of the best available in the UK, having been maintained regardless of cost by its Jaguar engineer owner. Find out more at [www.ukjag.co.uk](http://www.ukjag.co.uk) if you would like to see this rare big cat in the flesh. **CCM**



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Interior is pure XJ6 series 2 and all the better for it. The pillarless design of the coupé caused particular problems in sealing the side windows, something which was solved by Jaguar with an ingenious system of tensioning cables.

## BUYING ONE

### Jaguar 4.2 XJ-C

The coupé version of the XJ6 rusts just as badly as the four-door saloon and in all the same places. As we mentioned in the main text, corrosion can set in underneath the vinyl roof on the coupé, so make sure the covering is free of ominous bulges when inspecting all the usual places around the car for evidence of tin worm or poorly repaired accident damage.

Although well-presented XJ-C's are relatively rare today, six-cylinder Jaguar and Daimler-badged examples are more numerous than the lusty V12 powered cars. Jaguar's XK straight-six is one of the most reliable twin cam engines ever produced, providing it's been serviced correctly. Parts are reasonably plentiful and cheap too and there are a good number of independent Jaguar specialists like Ken Jenkins dotted around the country to help out if things go wrong.

Oil pressure on the six pot should hover around 40psi at 3000rpm and don't be too concerned if the gauge on V12 falls to 10 or 12psi when idling as this is quite normal and nothing to worry about. To prevent head problems, the coolant should be changed every two years on the six-pot. If not, sludge will build up at the rear of the block and cause the engine to overheat. The V12 can also blow it top if allowed to overheat, so pay

particular attention to the car's service history and don't forget to ask the vendor when was the last time the coolant was changed. Whatever the number of cylinders in the engine of the XJ-C you're looking at, always check the underside of the oil filler cap for any mayonnaise-like gloop as this will indicate if any water has contaminated the lubricant.

The three-speed automatic gearbox fitted to the XJ-C isn't the smoothest box in the business but it is a very reliable unit and will usually remain trouble free for around 150,000 miles. Pull out the gearbox's dipstick (located in the engine bay) and take a look at the colour of the fluid. If it's dark brown with nasty black specks in it and smells burned, the gearbox is definitely on its last legs and will be due a well-earned overhaul.

Interiors on the XJ-C are very expensive to recondition and trim is hard to find, so pay particular attention to the condition of the leather seat facings, door cards, headlining and all the veneered wood. Reliable electrics aren't a strong point for any Jaguar that's already, or about to celebrate its ruby anniversary, so check out all the switchgear and make sure everything works as it should and use any issues as a bargaining chip when it comes to negotiating the final price.

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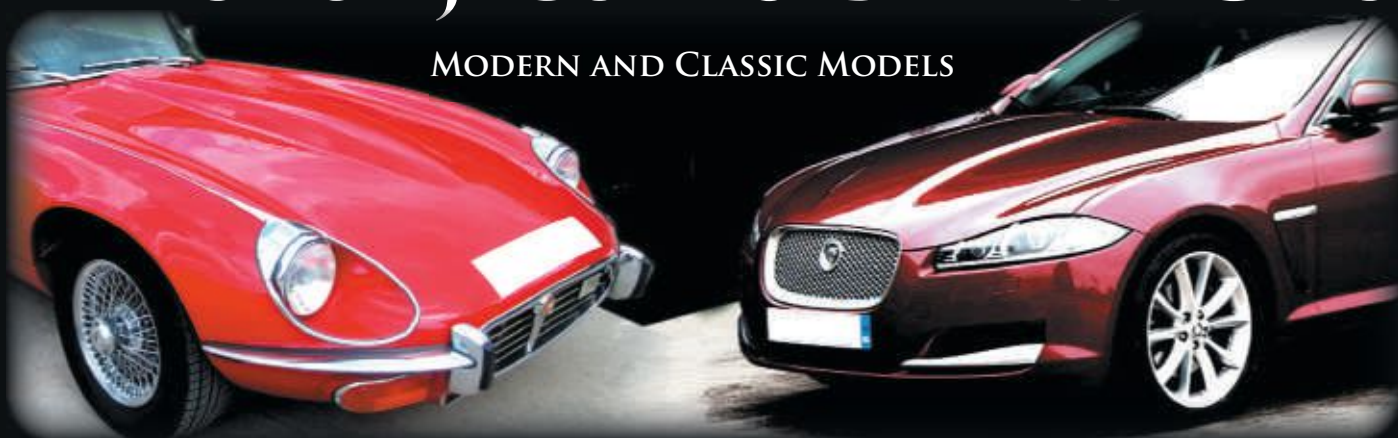


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# TOYOTA UK

**Our tour of today's British car factories kicks off with Dakotas and Carinas at Toyota's Derbyshire plant, once a busy municipal and RAF aerodrome.** Words: Iain Wakefield

Anyone travelling south along the A38 from Derby towards Burton-upon-Trent and glancing through the trees lining the opposite side of the dual carriageway before the intersection with the A50 will see the outline of a large modern industrial complex with a massive bright red Toyota sign running along the side of the building facing the main road. This is Toyota UK's highly productive assembly plant at Burnaston near Derby, a thriving city based in the heart of the Midlands better known for its long established railway and aircraft engine manufacturing heritage rather than volume car production.

Although Toyota UK's production facilities at Burnaston currently cover nearly 600 acres, the majority of motorists driving past the plant's attractively landscaped façade will be totally unaware that nearly 178,000 vehicles, including an impressive number of petrol/electric hybrids, were built there in 2014 and that a large proportion of these cars were exported to destinations all over the world, including Japan, Toyota's homeland.

Prior to Toyota's decision to establish its UK manufacturing base at Burnaston in the

late 1980s, the site where the assembly plant stands today was originally a municipal airport and the base for the long established Derby Aero Club. Burnaston Aerodrome was originally constructed in 1938 by a very forward-looking Derby Corporation as a municipal airport on part of what was then the Burnaston House estate. However, growing war clouds resulted in the new facilities almost immediately being taken over by the RAF's No16 Elementary Flying Training School. From 1942 RAF Burnaston went on to train hundreds of Horsa glider pilots on Tiger Moths in preparation for the D-Day landings.

After the war the airfield reverted to its former duties as a civilian airport and became home once again to Derby Aviation (later renamed Derby Airways). Drivers unfamiliar with the area in the 1950's and early '60s often had to duck when a heavily laden Dakota DC-3 or Vickers Viscount took off from Burnaston, as the grass runway ended very close to the northbound edge of the A38. Although some badly timed landings and take-offs often rattled the tiles on the now long demolished Half Way Garage and transport café on the opposite the end of the

road, peacetime mishaps involving commercial aircraft were thankfully few and far between.

Derby Airways went on to morph into British Midland Airways and the expanded operation moved to its new base at the nearby newly developed East Midlands Airport in the early 1960s. The large country house that once stood close to the hangar complex at Burnaston was originally built in 1827 by Ashton Nicholas Mosley (1792-1875) and during the life of the working aerodrome was used as an officer's mess, passenger departure lounge, restaurant and offices for the aero club until the building was controversially demolished in 1993, the year production of the Carina E finally got underway at Toyota's new commissioned Burnaston plant.

Although Toyota had been importing Japanese built vehicles into the UK since 1963, the company first built vehicles for the European market under licence in Portugal in 1971. By the early '80s several European governments were becoming concerned by the growing number of Japanese cars being imported into the EEC. Many countries, including the UK, imposed a strict quota to protect the interests of home manufacturers. France limited the import of

Japanese cars to just three per cent, while the UK was a bit more generous and under what became known as a 'gentleman's agreement' set the limit at 11 per cent of the total home market.

The agreement obviously had an immediate affect on Toyota's imports into the UK and in 1982 the number of vehicles the company sold in this country slumped to 27,590. The launch of the mighty 232bhp Supra Turbo the following year had queues forming outside dealerships as numbers of this performance coupé officially coming into the country were strictly limited. In 1989 Toyota Motor Manufacturing (UK) was formed and the Japanese-based company announced it was going to construct two British-based manufacturing plants, one in the Midlands and another in North Wales.

Total sales figures of Toyota badged vehicles for that year climbed to 42,408 vehicles, 1.84 per cent of the total UK market and in 1992 Toyota opened its brand new, state-of-the-art factory at Burnaston along with an engine plant at Deeside in North Wales. The first model to be built at the new Burnaston plant was the Carina E and in 1998 Toyota (GB)'s agreement with distributor Inchcape came to an end, the same year hatchback versions of the Corolla started to roll off the Burnaston production lines.

In 1999 the Toyota Motor Corporation took a 51 per cent holding of the UK operation, which went on to become a public limited company with total sales in the UK of 77,799 vehicles (3.54 per cent of the total passenger car

market). Toyota Motor Corporation eventually took full control of what by then had become Toyota (UK) PLC in 1999 and up to that time the company had invested more than £2.1 billion in its UK operations. The Japanese-built hybrid Prius arrived on these shores in 2000 and in 2007 UK Corolla production had given way to five-door versions of the Auris. Today, the factory at Burnaston is a major producer of the Avenis and further investment at both the Derbyshire assembly and North Wales engine plants will result in the UK becoming the exclusive manufacturing centre for the Auris.

The Toyota Production System (TPS) employed at Burnaston is based on two concepts used throughout the company's Japanese-based factories. The first system is called *Jidoka*, which means 'automation with a human touch', while the second is referred to as a 'lean manufacturing system' or Just In Time (JIT). The term *Jidoka* means that a Toyota team member, (the title given to all production line workers at the plant) can immediately stop the assembly line whenever a problem occurs. This prevents any issues being sent down the line that could upset the next operation.

When a team member runs into difficulty fitting a part, or finds what could be a faulty component, they are encouraged to pull what the factory calls the 'Andon Cord', which runs along the line to briefly stop production. Andon is Japanese for sign or signal and although team members can sometimes pull the cord up to 100

times every working day, a Toyota spokesperson claimed with typical PR spin that: 'It's not because an unsatisfactory number of faults have been found, it's because the *Jidoka* method of working has solved 100 small problems'.

Like all modern production facilities, Toyota's Burnaston plant uses a Just in Time method for stock control, meaning that outside contractors only supply components when they are needed on the production line. Toyota's integrated production system operates on what the company refers to as a 'pull' system where a signal is sent out to suppliers for parts to be replaced as they are used. This ensures the factory's parts and materials inventory, ranging from coils of steel for body panels to power trains and specific items of interior trim, is always maintained at a balanced level.

There are a lot of Japanese terms in use at Burnaston, the main one being *Kaizen*, which means employing a process of continuous improvement to help ensure maximum quality, elimination of waste and improved efficiency.

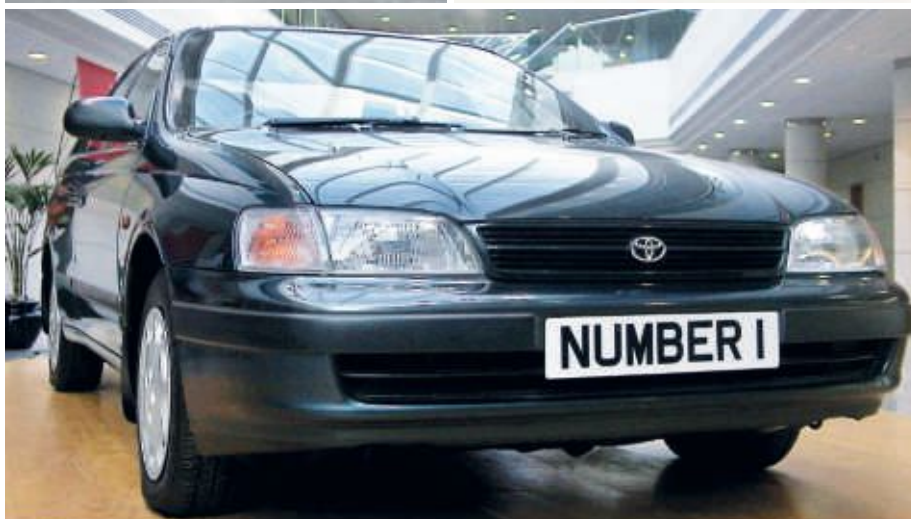
Every team member undergoes regular training, which is paramount at Toyota. Part of the *Kaizen* process is where an operative will recite his part of the production process to a supervisor while carrying out the task in hand. This ensures that the team member doesn't vary the production process in any way and helps workers to identify and solve any assembly or mechanical problems on or with the line.

Most of the components at Burnaston are

“The vehicle building process at Burnaston starts off in the press shop, or what team members call ‘Sleepy Hollows’ due to the noise”



If a team member at Toyota's Burnaston factory encounters a problem on the line, or a piece of equipment breaks down, pulling a communication cord running alongside the production line will instantly stop the assembly tracks so the issue can be sorted out before the car moves off to the next stage in its production.



Top left: All that can be seen of Toyota's Burnaston plant from the A38 dual carriageway. Top right: Corolla production at Burnaston came to an end in 2007 and was replaced by the Auris. Middle: The first Carina E to be built at Burnaston rolled off the production line on December 16, 1992. Bottom: A random number of newly-built Toyotas are driven around a special test track inside the factory.

## → TOYOTA MOTORS – A BRIEF HISTORY

A relative newcomer to building vehicles when compared to the European-based pioneers, the Toyota Motor Company was founded on the proceeds from the sale of a revolutionary automatic weaving loom invented in 1918 by Sakichi Toyoda. Platt Brothers of Oldham eventually purchased the patents for the loom in 1929 and Toyoda and his son Kiichiro used the £100,000 windfall to enter Japan's developing car industry. After visiting Ford's production lines in the US, the pair adapted the manufacturing process to suit the smaller number of cars they intended to build in Japan and in 1936 the company's first prototype passenger car, the Toyoda AA, was completed.

The Toyota Motor Corporation was formed in 1937, the change of name being the result of a competition as the name 'Toyota' comprises of eight strokes in Japanese script and this considered a lucky number in Far Eastern culture. At first the company had a tough time establishing itself, as the car market in Japan was dominated by imports from the US, so the company mainly concentrated on building commercial vehicles.

*“Today, Toyota is a major producer of vehicles in the UK”*

During the Second World War Toyota's production lines were turned over to manufacturing trucks and aircraft engines for the war effort and a plant at Koromo was damaged in an Allied air raid during the very last month of the conflict. Although about one quarter of the factory was put out of business, the plant was quickly reconstructed and the damaged machinery either repaired or replaced.

Although Toyota restarted post-war passenger car production in 1947, the company was almost bankrupt and a strike in 1950 went on for two months. A massive order of 5000 vehicles from the US government at the start of the Korean War, together with a policy of removing what the company referred to as 'excess manpower' helped revive Toyota's sagging fortunes.

By the early 1960s, Toyota had expanded its overseas operations as well as establishing partnerships with Hino and Daihatsu. From 1963 to when the covers came off the Corona at Earls Court in 1965, Australia was the company's biggest overseas market and by the end of the decade, the Toyota Motor Company had exported its millionth vehicle. Toyota continued to introduce an interesting range of cars into the European market and in the early '90s Toyota commissioned its UK manufacturing plants to circumnavigate the 'gentleman's agreement' limiting the import of Far East built vehicles. Today, Toyota is a major producer of vehicles in the UK and an impressive number of cars built at its Burnaston plant are now being shipped back to Japan and other worldwide destinations.



**Team members at Toyota (GB)'s Burnaston and Deeside factories receive on-going training. Top left: Toyota now builds several thousand Auris hybrids at Burnaston every week, while a regular stream of dignitaries, including the Prime Minister, tour the company's part solar-powered car and engine plants.**

brought to the assembly line on driverless battery-powered buggies following magnetic 'tracks' embedded in the floor. To warn of their approach each buggy, which is specially designed to carry anything from suspension components to seats, has its own warning tune and obediently goes about its business delivering parts playing *Star Wars* or a similar movie themed tune for 24 hours a day. Dashboards are assembled in a most ingenious way, where a team member rides on a much larger buggy and builds up the heating and ventilation system, switchgear, wiring loom and instrument panel from a mobile rack of parts while travelling along a route parallel to the assembly line. At exactly the right moment, the completed dashboard is transferred to a manoeuvrable robotic arm, guided into the correct model and secured in place by another team member.

The vehicle building process at the Burnaston plant starts in the press shop, or what team members' call 'Sleepy Hollows because of the noise'. Different grades of coiled steel are feed into huge Komatsu stamping machines, each one as big as a semi-detached house, and punch out an endless stream of body panels and pressed steel components. After passing through quality control, the freshly formed panels are fed onto the assembly line where they are automatically placed into jigs and welded up in a shower of sparks by a complex team of nodding robots.

Once out of the paintshop, where it can take between eight and ten hours to degrease, prime, top coat, lacquer, bake and rustproof a raw body shell, the painted body progresses down the

line to the final assembly hall where the interior, wiring, glass, lighting, suspension, brakes and power train are all installed. Before the seats go in, the doors are removed and disappear on another assembly line where team members fit window winders/motors, seals, glass and door cards before the fully built doors magically reappear to be refitted to exactly the same vehicle they were removed from minutes earlier.

At the end of the assembly line, each car is drenched with several hundred litres of water to check for leaks before it's signed off by quality control and driven away to a storage compound to await shipment to either a UK dealer, or if its an export model, to the docks for onward transportation.

As well as several hundred acres of on-site vehicle storage, Toyota's Burnaston estate now has a test track where random cars are driven at varying speeds to ensure everything works as it was designed to do.

Toyota is very keen on using renewable energy at Burnaston and in 2011 the company teamed up with British Gas to install what was the UK's largest solar PV array at an industrial site. Visitors to the plant will see evidence of this in the huge glass tower at the entrance to the factory, which is cleverly built from a large number of solar panels, all interconnected into the company's electricity system. In total, there are over 16,800 solar panels located in and around the Burnaston factory and in the right conditions these are able to generate up to 4,600,000KWh each year, enough power to build 7,000 vehicles.

With so much green land around the Burnaston factory, Toyota has developed a strong biodiversity initiative in partnership with Derbyshire Wildlife Trust to protect, and where possible, enhance the ecological value of the site and have created a nature reserve on the extensive estate. This has been a great success and the reserve (hard to imagine surrounding a vehicle manufacturing plant) has been registered as an important site of biological importance with the Wildlife Trust.

Including the 115-acre engine manufacturing plant at Deeside in North Wales, Toyota UK employs around 3500 team members and in 2014 Deeside, which has its own aluminium casting process, produced 225,805 fully assembled 1.6- and 1.8-litre CCT-1 petrol engines. Many of these power trains were exported to other European based Toyota plants and last year the Burnaston factory produced 172,228 vehicles, a figure which breaks down to 32,220 Avensis, 69,106 Auris and 70,962 Auris Hybrids. With a massive rail interchange due to be constructed opposite the Burnaston plant on the other side of the A50, the next major investment will be developing facilities to transport cars by rail directly from the extensive storage yards, therefore enhancing Toyota's already impressive green credentials.

#### **THANKS TO...**

Scott Brownlee, Richard Seymour and Helen Hydes from Toyota (GB) for their assistance with this article. **CCM**

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# NEW FOR OLD

We compare two British sports cars of the old school with a modern twist thrown into the mix.

Words: Paul Wager Photography: Michael Whitestone

**H**ave you ever noticed that when an elderly family member sends you a birthday card with a car picture, it's often a Morgan or an Austin-Healey 3000? Maybe it's just me but after the E-Type, the two seem to be regarded as iconic shapes.

The two may sound similar on paper and both have their roots in the 1950s, the Plus Four appearing in 1950 and the four-cylinder Austin-Healey in 1953. Both use a similarly traditional design of separate chassis and traditional body, while in later life both were powered by muscular powerplants which were a world away from their original specification.

Both also remained in production for long after they had become technically overtaken, with the Healey 3000 bowing out in 1967 and the Morgan lasting until 2001.

Despite this they're very different to live with, the Morgan having been updated over the years to cope with the requirements of the modern market, but there is a twist here in that it is in fact possible to experience an updated Big Healey courtesy of the HMC-built cars from the '90s which were judged to be so well executed



that even the Healey family was happy to endorse them.

How then do the traditional Healey, the updated 'MkIV' and the Morgan compare?

## Austin-Healey

The Austin-Healey association began with the Healey Motor Company's realisation that with the Jaguar XK120 on the market, its own range of traditional Riley-powered coachbuilt sports cars was looking rather outmoded. The solution

was a smaller, more contemporary sports car and the result was the 100, running the pedestrian four-pot powerplant from the Austin A90 Atlantic. The 2.6-litre unit was torquey and reliable and the Healey-designed chassis with independent coil-sprung front end gave the car nimble handling. It also looked tremendous, easily the equal of the Jaguar with Gerry Coker's lines blending style and aggression neatly, the car's thrusting snout and squat rear haunches all suggesting brute power.



Those early cars may have lacked the power to match the looks but the concept appealed sufficiently to BMC boss Leonard Lord to seal the Austin-Healey deal and it proved popular: some 10,000 were sold between the 1953 launch and the introduction of the 110bhp BN2 in 1955, later upgunned to 132bhp for the 100S the following year.

BMC's aim though was to move the car upmarket from the MGA and a move to six-cylinder power was done with the Jaguar

competition in mind. The engine chosen was the 2.6-litre C-Series engine from the Austin A90 Westminster, which provided sufficiently improved torque to make the car easier to drive but wasn't any faster than the four-cylinder car. The adoption of the 3-litre engine in 1959 solved the issue with 124bhp, good for 115mph and sporting Jaguar-style disc brakes. The 3000 MkII arrived in March 1961 with triple SUs and 130bhp, later revised to 148bhp in the MkIII from 1963 in which form the car continued in production until 1967.

By then the Healey was facing competition its designers had never intended it to meet: the E-Type was into its 4.2-litre incarnation, while foreign opposition included sophisticated performance cars like the Porsche 911 and back home the Triumph had become the fuel-injected TR5. Meanwhile, on the world's rally stages the Mini was now cleaning up.

That it remained in production as long as it did explains the car's brutish appeal: much like TVRs did in a much later era, the Big Healey appealed to people who wanted a loud, grunty and unpretentious sports car with a manly kind of demeanour. It was also affordable, retailing at £919 in 1967 when a Porsche was over £3000.

Even the most diehard Healey buff will admit though that the Big Healey is hard work to drive fast. These are most definitely '50s cars, with scattered controls, a slightly awkward driving position and that big thin-rimmed wheel close to your chest. It's all part of the appeal of course and the thumpy ride and low-slung seating position add to the thrill, reinforcing the fact that in order to drive one of these fast, you really need to be pretty handy.

There is however a way of having the Big Healey experience in a whole lot more user-friendly package, in the shape of the HMC. It's one of these we test here and in many ways it's a fairer comparison to the V8-powered Morgan.

The HMC is essentially a replica, using a fibreglass reincarnation of the Austin-Healey bodywork and Rover V8 power, but it comes with

one important distinction: it was judged to be of sufficiently high quality for the Healey family to endorse the car, with Geoffrey Healey even signing the introduction to the handbook.

The car was created by brothers Graham and Peter Holmes who in 1984 formed HMC – Holmes Motor Company or Healey Motor Company, whichever you prefer. Using the Rover V8 engine and a tubular backbone chassis, the car sat on HMC's own suspension, using unequal length double wishbones at the front and a semi-trailing set-up at the rear.

Part of the thinking behind the HMC Healey was to create the car the Healey could have been had it stayed in production and become suitably refined and in this instance the Rover powerplant is entirely fitting. Late in the Big Healey's life the fitment of the Rolls-Royce 4-litre engine as used in the 4-Litre R was investigated, with a handful of prototypes even constructed. That car was destined to disappear with the termination of the BMC/Healey agreement in but at the time Donald and Geoffrey Healey had also been hopeful of using the Coventry Climax V8 engine.

The Gloucestershire-based Holmes brothers were to have produced the cars under the Healey Motor Company name, but although production began in 1991, early cars were mostly all sold into the enthusiastic German market. Before UK sales could gather volume Geoffrey Healey passed away, sadly before any agreement to use the family name had been finalised. An

awkward issue with Jensen then surfaced, the West Bromwich firm claiming the rights to both the Jensen and Healey marques, the result being that the cars were marketed simply as HMC. Two models were offered: the Silverstone which mirrored the side-screen style of the more basic MkI-MkII Big Healey, and the MkIV which replicated the look of the MkIII and was a more refined car for everyday use.

Production of the HMC cars continued until 2001 when component supply issues brought the enterprise to a halt, although HMC continues today producing high quality Porsche replicas.

The car we have here is part of the fleet of classics available for hire at Great Escape and boss Graham Eason points out that it's always been a popular one with customers for its combination of Big Healey style, performance and ease of use.

I've not had a chance to inspect one of these HMC Healeys closely before and first impressions are that it's a high-quality product. The bodywork certainly is the equal of anything from Lotus or TVR, with neat panel gaps and smoothly radiused corners and in fact is very faithful to the original – to the point where unless you're very familiar with genuine Healey 3000s you feel compelled to give it a little rap with the knuckles to find out whether it's 'real' or not.

Settling into the cockpit, the first surprise is that there's notably more legroom than in the original, with a more conventional seating

position. The seats themselves look familiar and as a habitual parts-spotter it bugs me until I notice a pair of identical chairs in another of Great Escape's cars: a Capri 280. There are other Ford parts around too, from the Escort centre vent and heater control assembly, to the ignition key and column cowling but that's no bad thing: one thing Ford does know how to do is to make mass-produced componentry.

The interior is neatly trimmed in leather and veneer which admittedly gives it a different flavour from the original but is the sort of thing buyers of a £50,000 car would have been expecting in 1995.

Given that the Met Office had sadly misled us on the day of our photo shoot, we were glad to find a weatherproof hood, proper heater and demister and even the joy of heated seats.

Manoeuvring out of the car park, the HMC immediately proves to be an easy car to drive, the injected Rover engine pulling smoothly from cold and the power steering making it easy to negotiate the busy industrial estate.

When we arrive at a photo location, the rain has eased, so down comes the roof but instead of fiddling about with press-studs and removable stays, the roof drops in seconds with just a pair of catches on the header rail to release. It's certainly less fiddly than an early MGB and no more awkward than an MX-5.

As snapper Whitestone does his thing, I have a chance to look at the details more thoroughly

**“The HMC was judged to be of sufficiently high quality for the Healey family to endorse, with Geoffrey Healey even signing the handbook”**



A lightweight glass-fibre body combined with a couple of hundred horsepower of Rover V8 driving the rear wheels through a five speed gearbox makes an interesting classic cocktail and drivers of this big Healey look-alike won't be disappointed by how the it sprints off the line when the throttle is pressed hard.

**Austin-Healey 3000**

Engine: 2912cc

Transmission: Four-speed manual

Max power: 130 bhp at 4750 rpm

0-60 mph: 11.5 secs

Max speed: 113 mph

Overall length: 4 m

Overall weight: 1158 kg

**HMC 4000 MkIV**

Engine: 3948cc

Transmission: Four-speed manual

Max power: 190 bhp at 5250 rpm

0-60 mph: 6.1 secs

Max speed: 140 mph

Length: 4 m

Weight: 1197 kg



The HMC's cabin is smartly kitted out, with plenty of leather and walnut veneer on show. Even though this example is used as a classic hire car, the interior hardly shows any sign of undue wear and tear.

and it's fair to say that the HMC is a nicely made thing. The car was supplied only as a factory-assembled vehicle and for those with deep pockets the bodywork was optionally available in aluminium. Clearly, the HMC was a wealthy enthusiast toy rather than a kit car.

It's also worth bearing in mind that this example has probably led a harder life as a classic hire car than many examples which only see occasional exercise on sunny Sundays, yet it's shrugged off the miles remarkably well. The workshop team at Great Escape agree that it's been a reliable proposition and these are people who really know their stuff when it comes to finding the weak points of classics pressed into everyday use.

Trundling back and forth for the camera, I'm struck by how tractable the HMC is at low speeds and even when I decide to give it some beans on the still damp road, it feels remarkably well planted.

That's a feeling which is reinforced when the cameras are packed away and we have a chance to try the car on open roads. The injected 3.9-litre Rover engine boasts the standard 190bhp rather than the more powerful units employed by TVR but the HMC weighs just 1197kg and so boasts a power-to-weight ratio slightly better than the last of the 3000 MkIII cars.

### **Morgan Plus Eight**

**Morgan Plus 8**

**Engine: 3948cc**

**Transmission: Four-speed manual**

**Max power (bhp/rpm): 190/5250**

**Top speed: 125 mph**

**0-60 mph: 5.6 secs**

**Length: 146 in, 371 cm**

**Weight: 2072 lb, 940 kg**



With 190 bhp of fuel-injected Rover V8 propelling just 940kg, the Plus Eight is quicker than its 1930s style might suggest. The 0-60 time of just 5.6 seconds made it Britain's fastest-accelerating production car at one point.

The result is a car which is civilised rather than brutish and the modern suspension means it grips better than the original could dream of. It's still a quick car though, but under hard acceleration feels more planted than many of the low-volume V8-powered sports cars of the era without the nagging feeling that a breakaway would be unpredictable and sudden.

All in all then, a perfect example of how the Big Healey could have evolved if it had survived into the '70s and beyond. How though does it compare to that other dinosaur, the Morgan Plus Eight?

### Morgan Plus Eight

When it comes to the Morgan, nobody has felt the need to tool up for a replica, since the original has been with us since the '30s and indeed is still produced today in updated form.

The traditional four-wheeled Morgan first saw the light of day in 1936 when Morgan took the bold step of moving from three wheels to four, the '4/4' badge signifying four wheels and four cylinders. Using a steel chassis and ash-framed bodywork, the car was lightweight by 1930s standards and with the 1267cc Standard engine provided sparkling performance. In 1954 the 4/4 moved to sidevalve Ford power, gaining the Ford Crossflow from 1968, the CVH in 1982 and then the Zetec twin-cam from 1992. Alongside it was the Plus Four, a more powerful model launched in 1947 with the 2088cc Standard Vanguard

engine, later replaced by the TR2 unit in 1955, the TR3 engine in 1956 and then the Fiat Twin Cam in 1983 followed by the Rover M16 and T16 units in 1986.

The Plus Eight came into the picture in the mid '60s when Triumph announced that it would be discontinuing the TR engine, leaving Morgan without a powerplant for its more powerful Plus Four. Rather usefully a personal friendship between Peter Morgan and Rover's Spen King saw a deal struck for the Malvern firm to install the newly-acquired ex-Buick V8 engine into a suitably widened 4/4 chassis.

Launched in 1968, the Plus Eight was a whole lot faster than its predecessors with 0-60 mph in just 6.7 seconds. Faster to 90 mph than the E-Type, it was limited to 125mph only by its 1930s aerodynamics.

The first cars ran twin SU (later Stromberg) carbs and boasted 150 bhp, but in 1984 Bosch's L-Jetronic injection was added to take power up to 190 bhp, with the same power output provided by the later 3.9-litre engine used from 1990. From 1996 the wick was turned up dramatically with an optional 4.6-litre engine, with the regular 4-litre V8 standardised for the production model from 2001.

Production of the traditional Plus Eight ran until 2004, although the name would be revived in 2010 for a new model which shared the traditional looks but which was built on the

bonded aluminium chassis technology of the Aero range and powered by a 4.7-litre BMW V8.

All of which means that a buyer with £26,000-odd to spend in the mid-'90s may well have considered both the HMC Healey – or indeed a real Big Healey – and the Morgan.

The Plus Eight sits somewhere between the genuine Big Healey and the HMC, with its detailing in terms of the slot-in sidescreens and roof arrangement being more like the MkII Healey 3000 than the electric windows and easy roof of the MkIV. On the other hand, the modern switchgear in the veneered dash and the high quality of the bodywork and the interior trimming are very modern, as is the way the injected Rover engine fires and drives from cold without fuss.

On the move, the Morgan feels closer to the HMC than the real Healey at slower speeds, with decent cabin room and less steering effort. As speed gathers, the firm ride gives it more of a flavour of the 'real' Healey though and the leaf-sprung live axle offers a similar experience over an undulating road.

The Morgan's front end uses the firm's novel sliding pillar design which is in fact remarkably effective although it means attention to old-style kingpins at maintenance time.

The Plus Eight can in fact be made to handle really very well and the cars have been campaigned on track with impressive success over the years. Even in road trim it's a quick

**“The Morgan's running gear is pretty much bulletproof and detail componentry was largely sourced from volume makers”**



Despite its traditional layout, there's a surprising amount of room in the Morgan's cabin, although drivers with long legs may find the pedal box rather cramped and lacking any decent space to rest the left foot when not pressing down on the clutch pedal.

car, too: in 190bhp spec, 0-60mph takes just 5.6 seconds which at one point made it Britain's fastest-accelerating production car.

Living with the Plus Eight can be a remarkably drama-free experience too, as long as that ash-framed bodywork is in good condition. Running gear is pretty much bulletproof and detail componentry was largely sourced from volume makers.

There's nothing quite like the Morgan: indeed, it's almost as if Morgan decided to make a high-quality replica of its own heritage and no other car offers quite the same blend of authentically classic and continual updating.

## Conclusion

As we said at the start, here we have three cars which on the face of it seem very similar and yet which in many ways couldn't be more different. Picking a favourite is almost impossible as a result but if it's a genuine '50s hardcore sports car you want then it has to be the Healey 3000— hot floor, heavy steering and all: if you can master one of these then you know you've really got what it takes. Which leaves the HMC 'Healey' and the Morgan, of which the HMC is far and away the more practical



choice and gets my vote for the simple reason that I love its mix of Healey style and modern convenience. The only problem will be finding

one: these are rare cars and command hefty prices when they do come up, which makes the Morgan the realistic choice. **CCM**

## → BUYING THEM

### HEALEY

There can't be too many tatty Big Healeys around today: values of these cars mean that all but the basket cases have been restored now. If you do find a project Healey for sale though, check the sills and wheelarches on the body and also inspect the chassis. As well as chassis rot, you need to be sure that the main rails run straight without kinks or knocks which suggest motorsport damage. The car's low ride height means chassis and exhaust can take a beating from speed humps.

The engines tend to be oily and blue smoke suggests valve stem seal issues but they're largely reliable, understressed units. If you do need to remove the engine, be aware that it's a heavy unit and a block and tackle over a regular garage ceiling joist may well end in expensive tears...

The market values standard cars, but practical upgrades like alternator and electronic ignition will be acceptable. Values? Expect to pay a minimum of £29,000 for a presentable, MoT'd MkIII with values rising to well over £50,000 for expensively restored examples. As for the HMC, it's very much not the poor relation: expect to pay around £40,000 to £60,000 for the MkIV.

### MORGAN

The chassis is a sturdy steel item (no, it's never been wood...) and is galvanised on post-'95 cars so tends to be pretty solid. The traditionally constructed bodywork is another matter though, being constructed of alloy panels over an ash frame. Although the wood was treated with Cuprinol from 1985, the frame can still rot and it can be assessed by squeezing the framing by hand – if it feels soft then expect trouble. Cracks under the door opening can also suggest flexing.

Elsewhere, the body can also corrode in the bulkhead area although on post-'98 cars this area is stainless steel.

The Rover V8 is long-lived, but the age of them now means that niggling faults with sensors and similar can cause rough running. This can be difficult to diagnose without experience since the '90s Rover diagnostic kit is now long obsolete.

Values? The Plus Eight is more affordable than either of the Healeys and you're looking at an entry price of just over £20,000 for the '90s cars, for which you'll get a presentable car which may need a spot of tidying. Values rise to around the £30,000 level for which you'll have plenty of choice. One thing you won't find is an unloved Plus Eight...

### TRY A HEALEY

The HMC MkIV in our photos is part of the classic hire fleet at Great Escape and if you fancy trying the combination of Big Healey style and modern performance without the sixty grand these cars can command, then you can hire it at £349 for 24 hours or £500 for 48 hours (ie a weekend). Prices include full insurance and breakdown cover and you'll find out more at [www.greatescapecars.co.uk](http://www.greatescapecars.co.uk) or 01527 893733 as well as a mouthwatering selection of other classics for hire. The firm has also developed a 'road trip' package giving the opportunity to sample several cars in one trip and in fact the outing on May 11 is a tour of the Morgan factory. More details at [www.greatescapecars.co.uk/morganfactorytour.asp](http://www.greatescapecars.co.uk/morganfactorytour.asp).





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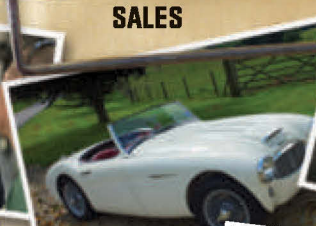
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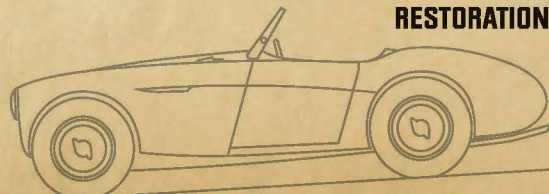


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THE ART OF PERFORMANCE



# BRISTOL FASHION

**The Bristol Car Company employed advanced aeronautical construction methods to produce a range of technologically superior sporting coupés that outclassed many of its closest competitors.**

Words: Iain Wakefield

**B**y the end of the Second World War, the Bristol Aeroplane Company had constructed thousands of twin engine Blenheim and Beaufighters light bombers for the war effort. At the peak of wartime production the firm employed well over 50,000 highly skilled workers and once the conflict was over, a lot of the workforce found themselves surplus to requirements. Sir G. Stanley White, the company's managing director from 1911 to 1954, had gone through the same situation at the end of the previous conflict when the UK's infant aero industry suffered a massive loss of orders after peace returned in 1918. Following the Armistice, the Bristol Aeroplane Company cleverly solved its labour issues by transferring much of its experienced workforce over to the manufacture of the Bristol Monocar and the construction of car bodies for Armstrong Siddeley as well as building bus and tram bodies for Bristol Tramways, one of the aircraft manufacturer's sister companies.

It may seem odd that a company involved in producing highly technical flying machines should also be involved with the operation of trams and buses. The reason for this interesting comparison was down to the company's founder, Sir George White (1854-1916), as he had a considerable amount of interest in all forms of public transport. By the end of the 19<sup>th</sup> century, Sir George was heavily involved with revitalising the British railway network and is credited for introducing electric tramways into the UK.

As relations between Great Britain and Germany started to deteriorate towards the end of the new millennium's opening decade, White formed the British & Colonial Aircraft Company in 1910 and went on to purchase the manufacturing rights to build the French Voisin-designed Zodiac bi-plane. Sir George White, who ended up controlling tramways in a large number of cities up and down the country, including London, passed away in 1916 and the growing group of companies was taken over by his son, G. Stanley White.

When peace returned in May 1945, White repeated his father's actions with regards to finding suitable employment for his company's sizeable workforce until orders were placed for new civilian aircraft and quickly acted on plans drawn up in 1941 by his own son, George S. M. White. These proposals included setting up a postwar car division and building a new factory on the airfield at Filton. At the time, the Whites were considering purchasing an existing prestige car company such as Alvis, Aston Martin, ERA, Lea Francis or Lagonda. However, a fortunate stroke of luck at the end of the war resulted in a chance meeting between White's assistant, Eric Storey and D.A. Aldington, a director of Frazer-Nash who was acting as an inspector for the Wartime Ministry of Aircraft Production.

Prior to the outbreak of war in 1939, Aldington and his two brothers were responsible for marketing the Frazer-Nash BMW in the UK and this enterprising band of brothers proposed to develop a revamped version of the car on their

return to 'Civvie Street'. This ambitious project seemed the perfect solution for the Aeroplane Company's plans to build a luxury sports car. After Aldington meeting with the War Reparations Board in Munich, he returned to the UK with the rights to manufacture three BMW models as well as the German company's six-cylinder 328 engine. Together with Reginald Verdon-Smith from the Aircraft Company, George White joined the new Frazer-Nash board but problems with the Aldingtons after the first few cars were produced in 1946 led to the Frazer-Nash Company being wholly taken over by the Bristol Car Division, which now became a totally independent operation.

By now George White junior was sharing the position of managing director of the Bristol group of companies with his father and the first Bristol-badged car the pair produced was the 1946-launched two-door 400 coupé. Powered by a 2.0-litre straight six, the sleek looking Bristol 400 featured BMW's trademark vertical double kidney shaped grille. The similarity between the Bristol and the BMW was hardly surprising as the 400's profile had been closely modelled on the pre-war BMW 327, while the chassis mirrored the 326 and the engine the 328. The Bristol 400's aluminium bodywork benefited from the company's wartime experience constructing strong, lightweight airframes and car's six-cylinder 2.0-litre engine gave the aerodynamically designed coupé a top speed of over 95mph, making the Bristol 400 a favourite with rally drivers of the day.

The covers came off the even sleeker Touring-designed Bristol 401 in 1949 and the new model was quickly joined by the fine-looking 402 drophead. In 1953 Bristol launched the 403 featuring better brakes as well as improvements to the suspension, gearbox and interior heating arrangements. A tuned version of the 403's engine would go on to power a Le Mans prepared Bristol, but the racer unfortunately suffered a broken experimental crankshaft after proving it was at least five seconds a lap quicker than its nearest competitor.

Between 1946 and 1950, Bristol built 700 of the 400s, including a handful of Pininfarina convertibles, and added the short wheelbase two-plus-two 404 to the range in 1953. The Bristol 404 moved away from the marque's BMW origins and used a more powerful engine. Styling improvements for the 404 included what would become the company's trademark concealed front-wing mounted spare wheel and battery. Although finished to an extremely high standard, only 40 Bristol 404's were produced due to the heavy amount of purchase tax these luxurious coupés attracted at the time. The 1954-launched Bristol 405 was a far more successful model for the company and as Bristol's only four-door model, remained in production until 1958 after 297 saloons and 43 Abbot of Farnham converted drophead versions had had been produced.

By now the Car Division was a wholly owned subsidiary of the parent company and in 1958 the 405 was unveiled. This was the same year

the 2.2-litre Type 406 broke cover and this model is noted as the final Bristol to utilise the Filton-built M328 straight six. Following the 1959 restructuring of the Aeroplane Company's airframe and engine divisions to form British Aircraft Corporation and Bristol-Siddeley Engines, White purchased the Car Division and sold 40 per cent to Anthony Crook, Bristol's main distributor and formed Bristol Cars Limited, with White taking control of management and policy, while Crook looked after the new company's sales.

The much heavier 1961-launched Bristol 407 broke new ground for the company as it was powered by a 5.3-litre V8 produced by Chrysler of Canada. In 1963 Bristol quickly followed up the 407's launch with a heavily revised model designated the 408, two years after the 405 ceased production. As well as a radical new look, the 408 also featured an improved suspension set up and in 1965 the 408 gave way to the revamped 409. However, many of Bristol's traditional customers disliked the new cars' heavier handling and missed the sharper steering and slicker gearbox of the outgoing six-cylinder models. The high-performance 5233cc Type 410 arrived on the scene in 1966 and was followed by the 411 in 1969, the same year disaster struck when George White suffered a serious injury in a car crash. Recognising his inability to carry on running the company, White retired and sold all his shares to Anthony Crook in 1973.

Five versions of the Type 411 were produced between 1969 and 1975, with the final cars

**“The Bristol 400’s aluminium bodywork benefited from the company’s wartime experience constructing strong, lightweight airframes”**



Bristol also supplied its engines to other car makers. The AC Ace (above) could be ordered from 1965 with the BMW-derived Bristol 2-litre straight-six, rated at 120 bhp with a triple-carburettor set-up.

The Bristol 400 poses with a WW1 Bristol Scout biplane.



Blenheim was the name given to the fourth series of the 603 cars, losing the turbocharged engine but retaining performance with the addition of modern electronic fuel injection.



**The swansong for the Bristol marque was the Fighter. As ever with modern Bristols, it featured challenging styling but packed an almighty punch courtesy of a Bristol-modified Viper V10 motor capable of 660 bhp. Top speed was quoted as over 200 mph.**

selling for a massive £12,587. Bristol revived its wartime aircraft heritage when it introduced the third generation of the Zagato styled Type 412 as the Beaufighter in 1980. Another Type 412 variant was the Beaufighter-based Beaufort. This version had a host of styling tweaks and as well as an electric folding roof and today surviving examples of this interesting model are very rare.

In 1976 Bristol broke away from its logical numbering sequence when it introduced the Type 603 to mark the 603<sup>rd</sup> anniversary of Bristol being granted a Royal Charter. The 603 eventually morphed into the Britannia and this model partnered the more powerful turbocharged Brigand. Bristol went on to launch the Series 4 Type 603 as the 5.9-litre Blenheim in 1994. The second generation of the luxuriously equipped Blenheim appeared in January 1998 and the following year the company took the covers of a smartly revamped third version.

Bristol announced 'Project Fighter' in November 1999 and claimed its new aerodynamic V10-

powered two-seater would have a top speed of over 200mph. The Fighter was fitted with gull-wings doors and race tuned suspension and an even faster turbocharged Fighter T joined the line up in 2006. Prior to the launch of the Fighter, Bristol had produced a very limited number of cars based on what the company called the Bristol Bullet. Introduced in 2002, the stripped-out, high-performance Blenheim Speedster featured the company's latest Sports engine pack and race turned suspension and brakes. Despite producing what were essentially exquisitely kitted out supercars, Bristol Cars Ltd. suspended manufacturing in March 2011 when administrators were appointed and over 20 members of staff were made redundant.

The following month Bristol Cars was purchased by Kamkorp, a company owned by the UK-based Indian businessman Kamal Siddiqi. Bristol Cars' new owners operate mainly as Frazer-Nash Research and over the last 25 years Kamkorp have developed digital electric

and hybrid power systems as well as various prototypes under the marques of Frazer-Nash and Metrocab. Bristol Cars still has its upmarket showroom in Kensington, London and currently operates a service and restoration centre, Bristol Cars Services Limited at Brentford on the Great West Road.

In 2014, a revitalised Bristol Cars announced 'Project Pinnacle', the first new Bristol-badged-car for more than a decade. The company marked its 70<sup>th</sup> anniversary in 2015 and as part of the celebrations Sir George White, grandson of the founder, announced that Project Pinnacle; "signifies the re-birth of the brand with a design and character respectful of the company's rich heritage." Plans are already well advanced for the new car which the company's publicity refers to as a 'range extended electric grand tourer' – a far cry from the BMW-styled cars the company first built immediately after the war in conjunction with Frazer-Nash, Bristol Car's current owner. **CCM**



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### FSD280 - ROLLS-ROYCE SILVER SHADOW

Built in 1972, this Silver Shadow was originally used abroad before returning to the UK in 1978. There are a number of mechanical issues and the car is currently awaiting a full inspection in our workshop. It has the benefit of a current MOT, valid until February 2016.

## RECENTLY RECYCLED



### FSD248 - ROLLS-ROYCE SILVER SPIRIT II

This 1990 Silver Spirit II was in regular use, prior to an unfortunate accident which resulted in extensive damage to the front end. Now beyond economical repair, the car has been recycled. It does have the benefit of fitted picnic tables, together with the rare option of leather faced cocktail cabinets beneath each table.

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# HOW IT WORKS



It seems amazing to us in 2016 that Ford would have allowed it, but for over 10 years there were two ranges of V4 engines for sale in Europe that looked similar, were often fitted to the same cars but which were completely different. These were the Essex (UK) and Cologne (Germany) engines. Both were derived from V6 engines, but as we're doing this in chronological order, we'll start in 1962 with the first Ford V4 from Germany.

## COLOGNE V4

1962 saw the launch of the P4 Ford Taunus 12M (pronounced town-us), an all new car developed by Ford of Germany alongside the British Cortina. The P4 Taunus was codenamed Cardinal, and the Cortina was codenamed Archbishop.

An all-new front-wheel drive car, the Taunus continued the line that had started in 1939. The Taunus came in different sizes - the small 12M and 15M plus the bigger 17M-26M cars that were rear drive. In 1970 the rear drive only Taunus TC (Taunus Cortina) arrived, identical to the Mk3 Cortina under the skin and by 1976, the Cortina and Taunus were pretty much identical, engines apart.

The new V4 engine was available as both a 1.2 and a 1.5 litre. The design was all new and fairly conventional – iron block, iron heads, pressed steel rockers and rocker covers and a central cam driven by a large fibre gear (later

## FORD V4 ENGINE

The compromised Ford V4 was never highly regarded... or are we not getting the full picture?

Words: Andrew Everett



Corsair was home to the Essex V4, although it was never fitted to the Cortina.



The Cologne V4 was found in 1.3, 1.5 and 1.7-engined Capris.

steel with a fibre-toothed ring bonded on and a balance shaft). Because like a V8, a V4 engine needs a 90-degree vee angle to run smoothly, it was fitted with a contra-rotating balancer shaft driven from these front gears, the balancer shaft running at twice crankshaft speed. The German V4s were built to be driven fast all day and as such had big bores and a short stroke. The 1.2 had a huge 80 mm bore and a very short 58 mm stroke to give 1183cc, whilst the 1.5 used the same crank and an enormous 90 mm bore for 1498cc. To give an idea how big a bore that was, a 2.8-litre straight six BMW engine had a bore of just 84 mm.

In 1966 (the same year as the Mk2 Cortina), the revised and restyled Taunus 12M and 15M P6 cars arrived. These had extra engine options – the 1183cc continued until 1968 when it was replaced by a new 1305cc version and but was joined by a 1.7 version. The 1305 (1.3) engine

had the 84 mm bore of the 1.5 engine, and the 1.7 was the existing 1.5 block with the 90 mm bore but now with a longer (but still short) stroke crank of 66.8 mm.

During the development of the 1.5 and 1.7 engines, Ford of Germany acquired a couple of two-stroke Saab 96 cars and fitted development V4 engines. The cars were then taken back to Saab for their engineers to make what they would. The Cologne V4 was a highly respected engine in Europe, and its compact size, tough nature and distinct throbbing note made it the perfect choice for Saab who were faced with having to find the money for developing a four-stroke of their own. In 1967, the Saab 95 and 96 were relaunched with the Ford 1.5 V4 engine (the 1.7 followed in 1971) and whilst Saab traditionalists bemoaned the end of the two-stroke three-pot Saab motor, the V4 was the way forward. Not only was Ford testing the V4 in

a Saab, but in secret a few Saab engineers were testing cars as well: the choices included the Mini 850 unit (inevitable BMC supply problems), Volvo B18 (too big), Triumph 1300 (see Mini...) and the Lancia V4.

Whilst Triumph and Saab would cooperate very soon after, the way that the V4-engined 96 and 95 (estate) went into production without the upper management even knowing about it was pure comedy. The first anyone in power knew about it is when deliveries of certain components were halted and someone noticed V4 badges on newly-built cars! In the event the V4 Saab project was a total success and the fabulous and much-loved Saab 'slug' enjoyed a new lease of life that ended in 1980.

Back at Ford, the V4 had been developed into a V6 – well, in truth they had been designed together but the more urgently needed V4 arrived first. As we said earlier, vee engines need different angles: a V4 and V8 need a 90-degree angle to maintain the correct firing sequence whilst a V6 needs a 60-degree angle. The V6 Cologne arrived in 1964 as a 2-litre, was built as a 2.3, 2.6, 2.8, 2.9 and a 4.0 until 2011.

In 1970, the new Ford SOHC 'Pinto' engine was here, and that was seemingly the writing on the wall for the Cologne V4. However, supply problems caused by the huge success of the Cortina Mk3 and the US Ford Pinto sub-compact meant that the British Dagenham factory would never be able to build enough to go around. We'll come back to the UK side of things later, but from 1970, the German 2-litre versions of the Capri, Taunus TC and Granada from 1972 were fitted with the Cologne 2.0 V6.

In 1972, Ford Germany began to discontinue the V4. The 1.3 version was replaced in the Capri by the 1300 Crossflow, the 1.5 and 1.7 Capri replaced by a 1600 crossflow version. 1975 was almost the final hurrah in Ford vehicles



Production debut for the unusual design came with the German-market Taunus 12M.

as the Consul was replaced by a base model Granada, and to make it worthwhile for Ford to continue supplying Saab for the 95 and 96 (with sales slowing) Ford continued to build a base 1.7 V4 Granada. But in 1980, Saab discontinued the 95 and 96, bringing to an end a line of cars that went back to 1949, and the V4 was finally discontinued in late 1980 with enough engines built to see out the 1.7 Granada that ended production in early 1981.

Overall, the Cologne V4 was a big success for Ford Germany. It was light, compact, reliable and it went well. The short stroke meant it could really rev and it found some favour with tuners who found the tough build and big bores meant that it could be given huge valves. Its offbeat sound is similar to that of a Subaru flat four, and when I drove a low mileage 1300 V4 Capri recently I thought it was a better car than the Crossflow version and brimming with character.

### ESSEX V4

If the Cologne V4 was a complete success for Ford Germany, the British Essex V4 was almost the opposite. Developed alongside the far more successful Essex 2.5 and 3.0 V6 engines, the V4's first home was where some say it should have stayed: the Transit van. Launched in early 1965 (the first ones were built in late 1964), the Transit was an all-new concept to build a van that drove like a car and was of course a huge success. Under the bonnet was an all-new V4 engine that was completely different to the German Cologne version. Two sizes were built: a 1663cc 1700 and a 1996cc 2000.

Like the Cologne, the Essex V4 used an iron block with iron heads and a balancer shaft. The bore and stroke dimensions were 60.35 mm bore and a large 93.6 mm bore for the 1.7 and the same bore for the 2000 allied to a 72.4 mm stroke – not bad at all. The 1.7 was available with both a 9.1:1 compression (80 bhp) and for those running two-star, a low 7.7:1 ratio (73 bhp), and the 2000 was standardised at 8.9:1 for the 85 bhp unit. All engines had Heron ('bowl in piston') combustion chambers with low compression engines having a slight chamber in the cylinder head. Ford, always saving money, cast all heads with the chamber but machined some a bit more to lose the chamber. A single barrel Zenith or Motorcraft carb was used with 2000 versions using a twin-choke Weber.

Later in 1965, the new Ford Corsair was launched, or rather a re-engined version of the 1963 car that was struggling to find buyers in worthwhile numbers. Ford hoped the new V4 would add a bit of intrigue and sophistication to the Corsair but really, it didn't work. The 1700 with 80 bhp went quite well, and the 2000 with a twin-choke Weber carb and 92 bhp went very well. But the problem was the way it ran. Transits had that distinctive off beat whiney sound and that sound was carried over to the Corsair. Not what 2000E buyers really wanted compared to a Rover 2000.



The V4 struggled to haul the big Zephyr along convincingly. Lack of a proper front grille didn't help its cooling either.

In 1966 the ill-fated MkIV Zephyr and Zodiac were launched and whilst it was never as bad as portrayed, the V4 2000 engine was never up to any serious work hauling it along. Head gasket failure was becoming a noted problem on the Essex unit and the Zephyr's strange grille-less front end probably didn't help it. So, from 1965 to 1969 the Transit, Zephyr 4 and Corsair took all of the V4's production but there was to be another recipient in 1969, the Ford Capri. The 'car you always promised yourself' was available as a 1300, 1600, 2000 and slightly later, a

3000 as well. The 2000 used the engine straight from the 2000E Corsair and whilst it looked OK in the brochure, most buyers went for the 1600GT or the 3000.

For 1972, the Essex engines were modified slightly in line with the V6 Granada units, using revised cylinder heads and a steel timing gear with a nylon outer toothed ring.

By 1974, the Essex V4 was also flagging. The new 1972 Consul and Granada used the V4 as a 2000 due to severe Pinto shortages and despite the 1972 facelift Capri gaining a 1600 Pinto to



The Essex V4 was perhaps most at home in the original Transit where its compact dimensions came in handy.



In the '70s the British version of the V4 2-litre could be found in the Consul and Granada.

replace the Crossflow, Pinto 2-litre units were in very short supply and the Cortina had to come first. But in early 1974, the Capri II was here along with 2-litre Pinto units, whilst the 2000 Consul also had Pinto power at last. The Corsair was long dead (1970) but what of the Transit?

The Transit's short stubby nose had been designed specifically with the short V4 in mind and a straight four engine would not fit. Diesel Transits had the longer nose of course. But in March 1978, the Transit Mk2 was launched complete with a new style longer nose and a

choice of Pinto engines. The Essex V4 was now officially finished and there were few who mourned its demise.

### STRENGTHS AND WEAKNESSES

Let's start with the Essex first. Like the V6, it was designed using very big crank journals with a diesel application in mind, and massive big end bearings are not the good idea many think they are. Like a long crank stroke with relation to piston speed, the bigger the crank journal, the faster the shell is spinning around it. It's a very

heavily built engine that despite the short stroke, doesn't really like revving. Big end bearing failure was fairly common on hard-driven cars. Unlike the V6, you had to cane the V4 to get it going and a slightly inadequate cooling system meant that head gaskets were a common grievance as well as problems with balancer shaft bearings. The fibre-rimmed camshaft gear would also shed its teeth leading to a no-go situation, whilst the quality of Motorcraft distributors and carburettors was less than brilliant along with the way the engines were built. But that was 40 or 50 years ago. The V4 engine is basically very strong and unlike (for example) the Stag V8 there aren't any real design flaws. Start from scratch and build a V4 properly with perfect tolerances, modern type bearing shells and decent oil as opposed to what you had in 1965 and a V4 will be very reliable. The Heron-type heads respond very well to gas flowing and a really thorough balancing job will make the engine much smoother than it was from new. Perfectly flat cylinder heads and block decks plus a decent radiator will eliminate head gasket issues as well. Whilst it's tempting to rebuild an Essex V4 as Ford built it, there is no excuse for at least doing a proper dynamic balancing job whilst a Stage 1 head job will reap a real improvement on the standard head castings. Modern semi-synthetic oils will also help a lot – look at how hard racing 3-litre Capris are driven. The Motorcraft distributor will doubtless need rebuilding, but throw the points in the bin and fit something like an Aldon Ignitor electronic ignition kit along with a twin-choke Weber carburettor and a steel timing gear. After the Pinto arrived (a much better engine, it must be said), the V4 fell out of favour. It was never popular with tuners but I do recall seeing a well built 2000 V4 in a very nicely restored Mk1 Escort GT and with 120 bhp it would have gone very well.

Overall? Not a great engine when new, but it has potential to be half decent. At home in a Corsair, it would gather small crowds when you opened the bonnet of a modified Anglia.

The Cologne V4 was a much better engine. Ford Germany designed the engine to be high revving for autobahn use and it has a steel crank with ideally sized bearings. Not just that, but few would argue that Ford Germany built cars better than we did and the quality of the engine is much better. The Weber carb, Bosch distributor and higher tolerances of machining are in the German V4's favour. They still wear out of course but the engine is less heavily built than the Essex. This V4 was used by Saab of course and even today, the 96 is used as a historic rally car where the 1.5 and 1.7 V4 engines can rev well over 6000 rpm and the 1930cc bored-out versions deliver 150 bhp without stress. At full chat they really do sound good. Just to show the Cologne unit is not perfect, the fibre-rimmed cam timing gear can and will shed its teeth so best to replace it with a steel one. Parts availability is pretty good for both units due to so much being shared with the more common V6 units. **CCM**



Saab's use of the Cologne V4 engine extended to the 95/96 cars and also to the curious 96-derived Sonett sports car. The Ford unit would later be replaced by the Triumph-derived unit for the 99.

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# TOP 10: BEST OF BRITISH

## Our tour through the decades, enters the innovative 1960s

Words: Paul Wager

If the 1950s was the decade which saw car production properly re-established after the austerity and materials shortages of the immediate postwar period, the 1960s was the decade when imagination and forward thinking started to join the mix. No longer so reliant on pre-war technology, car design started to move forwards in big leaps, with cars like the Mini showing up just as the previous decade closed.

Something we've often noticed at CCM after spending the working week

jumping in and out of a selection of varied old cars is that 1950s cars do so often feel really very different to drive – 'properly old', as one colleague puts it – whereas cars from the '60s can often feel surprisingly modern in everything from performance to brakes and handling. No, not all of them by any means, but the number of '60s classics which still make perfectly viable everyday transport shows just how far automotive engineering had come in a short time. Here then are our picks which sum up the decade.

### MG MGB

1962-1981



We couldn't really pick a '60s favourite without including the MGB, at launch in 1962 a bold new modern sports car and today everybody's favourite classic. Proposals for a new MGA had been worked up in the mid '50s using a separate chassis design but the modern, lightweight monocoque construction of the Sprite inspired a similar approach for a bigger MG. The neat styling was the work of in-house MG men Roy Brocklehurst and Don Hayter and underneath was the traditional MG double-wishbone suspension first used in the 1940s Y-Type, paired with a leaf-sprung live rear axle. Intriguingly, independent rear suspension was under development until an accident during testing in an MGA saw it abandoned.

The new car boasted an impressively stiff bodyshell and the proven B-Series engine was taken up to 1798cc, the result being an attractive package even if the suspension design was less than cutting-edge.

Production began in 1962 and wouldn't end until 1981, by which time 513,276 examples had left the Abingdon production line. The Pininfarina-styled GT joined the range in 1965 and the Mk2 in 1967 brought with it a widened transmission tunnel to accommodate the all-synchro gearbox. The following year would see the first major change to the style of the original, with the move to the black-meshed grille infill but as the '60s ended, the MGB was still looking fresh.

The early MGB is really very different to drive from the later rubber-bumpered cars and even diehard enthusiasts are split over which are the better cars. In purely visual terms though, it's the chrome-bumpered cars which offer the '60s style. Pick of the bunch has to be the post-'64 cars which used the more robust five-bearing crank version of the B-Series, meaning that buyers looking for the later engine with the earlier front-end style have just three production years to choose from.

With so many MGBs still on the road though, finding a '64-'67 chrome-grilled example isn't the impossible task you might think and even the oldest MGBs still enjoy unrivalled parts and specialist support, making them as easy to own today as classics as they were when they were new cars.

### ONE TO BUY

#### 1963 MGB ROADSTER

This Tartan Red MGB is a rare early model featuring pull-handle doors and has only covered 100 miles since undergoing a comprehensive restoration. It comes with the desirable overdrive option and is fitted with a new hood complete with a reconditioned pack-away hood frame. For more information about this two-owner MGB, which is up for sale for sale at £15,995, contact Exclusive Classic Cars on 01283 548811 or at [www.exclusiveclassiccarsltd.com](http://www.exclusiveclassiccarsltd.com).



### LOTUS ELAN

1962-1974



The giant-killing Elan today commands a hefty price tag but at one point it was an affordable sports car and was even available in home assembly form.

Perhaps the perfect evolution of Lotus founder Colin Chapman's philosophy of lightweight, minimalist engineering, the Elan used clever design and innovative engineering to great effect and in period group tests could even face up to the mighty 4.2-litre E-Type without being utterly out of its depth.

The principles behind the Elan had already been used to create the Lotus Elite, with a fibreglass monocoque bodyshell and special lightweight Coventry Climax FVE engine but this was an expensive car to produce and sell. Thoughts turned to producing a less complex car with more mainstream appeal which could bring in cashflow for the young Lotus company – and crucially, fund Chapman's racing dream.

Using more bought-in componentry than the Elite, the Elan used a steel backbone chassis – developed as a quick fix to build running prototypes but later adopted for production – and a fibreglass bodyshell styled by Ron Hickman, later of Black & Decker Workmate fame. Power came from Lotus's own twin-cam development of the Ford crossflow engine and suspension was a mix of Triumph-derived parts and Lotus's own components.

The car's 685kg weight provided sparkling performance and allowed Lotus to run its trademark suspension mix of stiff dampers and relatively

soft springing to good effect, road testers judging the Elan to be surprisingly comfortable yet a capable handler too.

Over the years the Elan gained a hardtopped coupé option, later lengthened to provide the four-seater '+2' model and power rose from the original 100bhp to the 130bhp of the final models.

Today an Elan makes a delightful classic and a well-sorted example is still a delight to pilot over both long-distances and back road sprints. Drive one next to a brand new MX-5 for example and you'll be surprised at how modern the Lotus feels. It was also the last Lotus to embody lightweight engineering, the cars moving steadily upmarket with the launch of the Elan's replacement, the Elite until returning to its roots with the Elise.

#### ONE TO BUY

### 1969 LOTUS ELAN

Offered for sale by Paul Matty Sports Cars, this 1967 Lotus Elan was restored by its previous owner who had the car for eight years. Work done to this Lotus includes an engine rebuild as well as a new chassis and the car is currently on sale at the dealer's Bromsgrove showroom for £19,950. For more information about this smartly presented Elan, visit [www.paulmattysportscars.co.uk](http://www.paulmattysportscars.co.uk).



#### JENSEN INTERCEPTOR

### 1966-1976



It's been described as the West Midlands' answer to Aston Martin and really that's the closest you'll get: there really is nothing quite like the Interceptor.

Very much a hand-built upmarket car, the Jensen offered crushing performance courtesy of its US-sourced V8 and a style quite unlike anything else on the road.

The Interceptor story begins with the Jensen 541 launched in 1953 and powered by the Austin 4-litre engine, later replaced by a Chrysler V8 to create the C-V8.

At the time Jensen was kept busy with Healey assembly work but Richard Jensen was keen to have a fallback plan should the Healey work dry up and so the Interceptor was created by commissioning *Carrozzeria Touring* to style a modern four-seater GT on the C-V8 chassis and with the Chrysler V8. With the design modified by Vignale, the Interceptor entered production in 1966 – in the nick of time as the last Healey left the factory in 1967.

Although financially it failed to save the precarious Jensen firm, the Interceptor was the epitome of glamour, with sumptuous seating for four and that unique big glass fastback. The 6.3-litre (later 7.2) V8 eased the weighty grand tourer to 135mph and the car saw some real innovations: the MkII was the first production car to feature a properly integrated climate control air conditioning system, while the FF in 1966 debuted the idea of a 4x4 performance car long before the Quattro was even a glint in Herr Piech's eye.

Perennially dodgy finances saw Jensen call in the receivers in 1975, production finally ending in 1976 but various 'continuation' cars have been built since. Meanwhile, the bones of the original company were acquired by Jaguar parts specialist Martin Robey which still produces everything you might need including body pressings – as a result, parts support for these exclusive hand-built cars is excellent.

#### ONE TO BUY

### 1967 JENSEN INTERCEPTOR

This very special MkI Interceptor is one of just 46 left-hand drive cars built and was once owned by Harold Robbins, the famous American author. Featuring a dash-mounted Dictaphone, yellow Marchal headlights and a factory-fitted metal sunroof, this Interceptor is being sold by London-based Classic Automobiles World Wide who can be contacted on 020 8871 1357. For more details visit [www.classic-car-london.com](http://www.classic-car-london.com).



#### ASTON MARTIN DB5

### 1963-1965



Perhaps the epitome today of the blue chip classic car investment, the DB5 was a development of the DB4 which was only the second all-new design to be created during the David Brown era of Aston Martin – the DB1 only became known as such after it evolved into the DB2 and the DB3 had been a further development of that design.

The DB4 used the *Superleggera* construction pioneered by Milanese coachbuilder Touring which employed a tubular frame on a platform chassis with alloy exterior panels. The engine was an enlargement of the DB3's straight-six engine to 3670cc by legendary engineer Tadek Marek and was good for 240bhp as standard or 266bhp in Vantage spec. Unveiled in 1958, the DB4 became the DB5 in 1963 which took the DB4 recipe and stretched the engine to 3995cc, adding a ZF five-speed box and the Girling disc brakes debuted on the DB4GT. With 282bhp on tap, the 1466kg DB5 made 60mph in 7.1 seconds and topped out at 142mph. Remember, this was the early '60s and that was race car performance. Mind you, at £4175 it was the price of a decent house. The DB5 was facelifted into the DB6 in 1965 and was then restyled into the DBS in 1967 which would morph into the V8 and carry Aston well into the 1980s.

#### ONE TO BUY

### 1965 ASTON MARTIN DB5

New Lottery millionaires wishing to splash out on a Aston Martin DB5 should form an orderly queue outside the Aston Workshop in Durham, the dealer selling this 1965 left-hand drive example. The car was repainted ten years ago and before that had an engine overhaul. For more details, visit [www.aston.co.uk](http://www.aston.co.uk).



#### JAGUAR E-TYPE

### 1961-1975

What can we say about the E-Type which hasn't already been said? If you've got the means to buy one now that values routinely cross the £100k barrier, it's the epitome of everything that made the '60s so great for British cars. A quick car even by today's standards and blessed with that instantly recognisable shape, it deserves its place in all those 'top ten' lists. Are they out of reach? Well, yes and no. If you want that Series 1 roadster then you'll have to pay for the privilege, but there's still a chance to get into an E-Type



if you're prepared to compromise. Sticking with the '60s cars, the 2+2 remains relatively less popular and a left-hand drive US import in need of tidying, perhaps with an automatic box, is still very much an E-Type.

### ONE TO BUY

#### 1965 JAGUAR E-TYPE

Cheshire-based auction house H&H Classics Ltd. put a reserve of between £26,000-£30,000 on this 1967 Ocean Blue 4.2-litre E-type, showing that a well-cared for 2+2 can still be purchased for the price of a brand new four-door Euro hatch. Although this fine example will have been sold when this copy of *CCM* hits the newsstands, visit [www.handh.co.uk](http://www.handh.co.uk) to see how much this 'affordable' E-type finally crossed the block for.



### MG MIDGET

#### 1961-1980



The MG-badged Midget may have outlived the Austin-Healey Sprite but it was in fact the Sprite which came first. It was the success of the Austin and Healey joint venture that produced the Healey 100 which resulted in discussions around a smaller, more affordable sports car and the result was simplicity itself: take the engine and gearbox from the A35, the Morris Minor's steering rack and clothe them in a simple open body.

The car's construction was an unusual hybrid between a separate chassis and a monocoque design. Box structures ran from the front of the central tub with an outrigger for the front suspension and steering. Two longitudinal structures connected this to a second crossmember under the scuttle, with the sills and propshaft tunnel connecting to the rear structure supporting the axle and suspension.

From its launch in 1958 as the Frogeye, the Sprite was always marketed as a 'back-to-basics' model and was the cheapest four-cylinder sports car on the market in the late '50s. An update to the MkII

in 1961 did away with the frog-eyed front styling and introduced the MG-badged car as a less spartan option.

The two remained identical under the skin until 1971 when BMC parted company with Healey and along the way the 'Spridget' gained the 1098cc motor in 1961, became the MkII in 1964 with wind-up windows and door locks, while in 1966 it gained the 1275cc engine and 65bhp. The car would continue into the '70s and beyond, gaining those rubber bumpers and 1493cc Triumph engine in 1974 and finally bowing out in 1980.

Values of the 1950s Sprites have inched upwards over the years but the '60s MG Midget is still a plentiful classic. Many reckon them to be better to drive than the bigger MGB and there are endless tuning options to create a go-kart style classic with superb parts support.

### ONE TO BUY

#### 1966 MG MIDGET

Devon Classic Cars of Ermington is currently offering for sale this smart looking 1966 MG Midget, which comes with a reconditioned engine and gearbox and a set of painted wire wheels for £5750. According to the vendor, the hood is in very good condition and the car comes with a handy tonneau cover. For more details, visit [www.devonclassiccars.com](http://www.devonclassiccars.com).



### TRIUMPH TR5/6

#### 1967-1976



Triumph kicked off its TR range with the TR2 production car in 1953 and incredibly, managed to use the same basic design until the advent of the TR4a in 1965. Even then, the original chassis was modified rather than replaced, in order to accommodate the new independent rear suspension and the revised design was carried over to the TR5 in 1967. A Michelotti restyle had already modernised the TR range's looks and a new engine was next in line, the old Standard four-cylinder having reached the end of its development life. The answer was to add a couple of cylinders – quite literally – with the six-cylinder engine developed for the Vanguard Six. This 2.0-litre unit was stroked to 2.5 litres and with a 12-port head and Lucas injection was good for 150bhp and 164 lbf.ft torque which took the TR from brisk to fast.

The recipe was so successful in fact that Triumph was prepared to invest in further styling changes, this time enlisting German coachbuilder Karmann to perform a 'Kamm' style chop to the front and rear to produce the TR6. Under the skin it was pretty much TR5 but that didn't matter: it sounded the part and went well too, managing to attract lovers of the traditional sports car until 1976. Today the TR6 is one of the more affordable of the traditional (pre-TR7) TR sports cars and they can still be found for affordable money, especially if you're happy with a project. Parts support is excellent too.

### ONE TO BUY

#### 1969 TRIUMPH TR

Found tucked away in storage in Lincolnshire, this early Triumph TR6 was liberated after 31 years in captivity and



was one of the lots that went under the hammer at a Barons Auctions pre-festive season sale. The car requires a total rebuild and was sold with four large boxes of parts. To find out how much this TR actually sold for, visit [www.barons-auction.com](http://www.barons-auction.com).

## FORD CORTINA

1962-1966



"A British car?" asked a mate looking over my shoulder at the list of cars earmarked for this feature. Well, yes. Ford may be very much a US firm and these days run on an increasingly global scale but in the '60s Ford of Britain was remarkably independent of its Dearborn and even Cologne colleagues.

The Cortina came about after Ford's UK boss visited the US headquarters and discovered that Ford in Germany was working on a mid-sized car codenamed Cardinal which would later become the Taunus. Seeing a gap in the market between the Anglia 105E and the big Zephyr/Zodiac, the Dagenham team cheekily gave their car the codename Archbishop and set to work, determined to beat their German rivals to the market.

The brief was demanding: the car had to weigh in at 1700lb in the name of fuel efficiency and costing was typically tight. Bodyshell construction techniques borrowed from the aeronautical industry allowed the firm to meet the target weight but the mechanical layout was traditional Ford: MacPherson strut front, live rear and the three-bearing 1198cc Anglia motor, later joined by a 1493cc option. Staid perhaps compared to the fluid-suspended, front-driven BMC cars, but much more familiar to the motor trade of the time and less of a perceived risk for private buyers. As ever with Ford, the styling looked fresh and sharp so the mechanical layout didn't matter to the average buyer.

The Cortina was launched in 1962 – named after the location of the 1960 Winter Olympics in Cortina d'Ampezzo – and was an immediate hit, its compact size, enticing price tag and modern style taking numerous sales from BMC. More than a million examples of the Mk1 were sold before it became the mechanically similar but restyled MkII in 1966. The Cortina name would go on to live through five generations until the launch of the Sierra in 1983.

### ONE TO BUY

#### 1966 FORD CORTINA

Another classic liberated from storage is this 1966 Mk1 1500 Cortina. On sale for £2995 at CM Classic & Sports Car Restoration, this four-door Ford requires a fair amount of TLC. Details on 07920 197172.



## ROVER P6

1963-1977

The P6 is a fascinating car on many levels. A surprisingly avant garde production considering Rover's stoutly traditional range at the time, it was also the basis for the firm's gas turbine power experiments and was technically more adventurous than the SD1 which followed, as well as being the last car to be developed under a truly independent Rover company.



The P6 came about after a trend towards more compact executive cars had been identified and its novel construction shows that despite its conservative P4 and P5 models, Rover wasn't afraid to innovate – witness the Land Rover as proof.

The car's construction used a central 'base unit' structure to which the exterior panels were fixed. The idea was that the car would be less compromised by the effects of rust in the outer panels and also that a facelift could be performed at minimal cost.

The gas turbine experiments going on at the time dictated the P6's unusual space-saving front suspension layout which uses a cranked linkage to place the shock loadings against the bulkhead and the underbonnet space would of course later be useful for the V8 powerplant. The rear suspension meanwhile was a De Dion layout using fixed-length driveshafts and sliding tube, designed to prevent lift-off oversteer by eliminating rear wheel camber changes and although a slightly unusual layout, was praised by road testers for its handling and ride comfort.

The P6 was initially powered by an all-new OHC four-cylinder 2.0-litre good for 91bhp, later joined by a twin-carbed 2000TC good for 124bhp. The best was yet to come, but the V8 was launched in 1971, putting it outside the reach of our 1960s favourites.

### ONE TO BUY

#### 1966 ROVER 2000

Offered for sale by a private vendor based in Berkshire for £4490 is this tidy-looking 1968 P6 Rover 2000. This is the single carburettor model and has just 53,000 miles on the clock. The car's been resprayed in the past and for more details, ring 07043 244245 or visit <http://www.carandclassic.co.uk/car/C630567>.



## TRIUMPH 2000

1966-1977

Launched within weeks of the P6, the Triumph 2000 was a head-on competitor for the Rover despite the two firms being part of the same



organisation by the time they hit the market.

The 2000's development began in the late 1950s when Triumph identified the need to replace the stodgy-looking Vanguard saloons. Early concepts were

canned after Ford revealed the startlingly similar Consul and work began again under Leyland in 1960, using a Michelotti-styled body and the six-cylinder Vanguard engine. With strut front suspension and trailing arm rear, the car was refined and stylish, boosting Triumph's fortunes.

No doubt aware of the imminent Rover P6 V8 threat, 1968 saw the 2000 become the 2500 complete with Lucas injection. The facelifted MkII was launched in 1969 and would continue until 1977 when both the Triumph and Rover were replaced by the SD1. Today the 2000 and 2500 both make attractive classics with a six-spot soundtrack and enough performance to be entertaining... all for much less than the cost of something like a Mk2 Jaguar.

## ONE TO BUY

### 1964 TRIUMPH 2000

If you fancy a 1964 Cactus Green MkI Triumph 2000 with a red and black interior, then look no further as £7650 will bag this fine example, which comes with loads of old MoTs and history. Owned by a previous keeper for 30 years, this car still had the plastic protective covering on the door cards when the current Yorkshire-based owner bought it. There's genuine reason why the Triumph is for sale. For more information, ring 07043 244220.



## VAUXHALL VIVA

### 1963-1979



Like so many other 1960s models, the Viva was born through a need to downsize for the UK's post-war market. In the late '50s, Vauxhall's range was decidedly transatlantic in favour but with customers favouring smaller cars, work began on a new model to sit below the Velox, Wyvern and Victor. The Viva was developed in-house by Vauxhall in Luton but the mechanical layout is very similar to that used by fellow GM subsidiary Opel for its Kadett.

Launched in September 1963, the Viva was as conventional as the ADO16 was unusual: a longitudinal 1057cc, 44bhp overhead valve four-cylinder engine drove the rear wheels through a four-speed box and a live rear axle with semi-elliptic springs. At the front, the car used double wishbones, telescopic dampers and a single transverse leaf spring.

The conventional engineering was the Vauxhall's selling point and the Viva hoovered up plenty of buyers scared away by the unfamiliar front-wheel drive and Hydrolastic and tempted by its cheaper selling price.

The Viva was available in basic and De Luxe models, with the SL ('Super Luxury') model appearing in 1965 alongside the Viva 90 which featured a higher compression motor good for 54bhp and front disc brakes. The model was replaced by the all-new HB Viva in 1966 which carried over some engines but very little else, with the Viva line continuing until 1979 when the Astra took over the mantle after some 640,000 Vivas had been produced.

## ONE TO BUY

### 1966 VAUXHALL VIVA

On sale at Sussex Classics Ltd. for £4750 is this four-door 1969 Vauxhall HB Viva, which according to the vendor only has 73,000 on the clock and appears to be in 'outstanding' overall condition. This rare Viva HB is MoT'd until June and the vendor also has several Viva HA's and HC's currently in stock. For more details about what this low mileage HB has to offer, contact the dealer on 01342 712552, or visit [www.sussexclassics.co.uk](http://www.sussexclassics.co.uk)



## JAGUAR XJ

### 1968-1992



Like the E-Type the Jaguar XJ story has been covered many times over, but it deserves its place in our 1960s favourites simply because it was such a landmark design. In fact, so difficult was it to replace that the original XJ, albeit in much developed form, would live on until the end of the Series 3 cars in 1992 – the car was sold as a special order in V12 form long after the launch of the XJ40.

Intriguingly for such an important milestone, the XJ didn't use any single radical new development but just used the best of Jaguar's existing know-how to create a car that was just right for its market.

Ironically, it's reckoned that the cost of developing 'XJ4' as the car was codenamed, was one factor which encouraged Lyons to merge Jaguar with BMC, something which it's been suggested he later privately regretted.

The importance of the XJ to Jaguar is illustrated by the fact that prior to its introduction, the company offered a range spanning the Mk2-derived 240/340, the S-Type, the 420 and the MkX-derived 420G alongside the E-Type. Just a couple of years after the XJ arrived on the scene, the range had been slimmed down to the XJ and the E-Type, with the E-Type's replacement already under development on a shortened XJ platform as the XJ-S.

Today the delicate lines of the Series 1 XJ with its distinctive tall grille – lost for the Series 2 to satisfy US bumper height regulations – mark it out as a real classic yet the cars still feel very modern to drive and still offer effortless long-distance comfort.

## ONE TO BUY

### 1972 JAGUAR XJ6

Cheshire-based Vega Classics currently has this 1972 Series 1 4.2 Jaguar XJ6 for sale at £9950. This is a manual version and has only recently been imported from South Africa and appears to be in completely original condition. For more details on this smart-looking classic big cat, visit [www.vegaclassics.co.uk](http://www.vegaclassics.co.uk).



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Brake Pipe Set	£49.95	£49.95	£49.95
Brake Shoe Set	£17.50	£10.95	£17.50
Master Cylinder	£47.50	£42.50	£47.50
Handbrake Spring kit	£14.95	-	-
Calliper Piston	£4.50	£9.50	-
Calliper Seal Kit	£3.95	£7.95	-
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Heater Matrix	£59.95	£59.95	£59.95
S.S. Oil Cooler Pipes (pr)	£37.50	-	-
R/B Cooling Fan Motor	£34.00	-	£34.00
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Water Pump	£22.95	£13.95	£59(v8)

\* DENOTES EXCHANGE ITEM

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GT Carpet Set	£179.95
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**T**he Rover SD1 is one of those few classics which doesn't divide opinion: it's rare to meet anyone who doesn't have a soft spot for its Daytona-esque styling and generally futuristic looks. Most of the attention though tends to be reserved for the V8-powered models, starting with the sporting Vitesse at the top of the tree and followed by the Vanden Plas then the regular V8... leaving the many other models largely ignored.

The reality is though that back in the day the V8 wasn't the top-selling model but the 2600 which offered almost as much performance with noticeably better economy and which fleet managers were happier to sign off than the boy-racer V8. Later in the model's life the plain 2-litre also allowed Rover to have a contender in the mainstream fleet market, while the turbodiesel appealed to high-mileage drivers and was aimed at the European market.

The 2600 in particular is still a very pleasant and modern-feeling car and even if it lacks the V8 soundtrack it has a refined straight-six note and that characteristic SD1 silhouette. It also has the advantage of being more affordable to buy in the first place, since the diehard aficionados are all looking for the V8s.

If you fancy taking a sideways route into SD1 ownership then here's what you need to know about the non-V8 cars.

# FASTBACK FASCINATION

Look past the V8 and the rest of the Rover SD1 range makes a good case for itself.

Words: Paul Wager



## HISTORY

By the late '60s both Triumph and Rover were part of the same organisation yet were producing two models in direct competition: the Rover P6 and the Triumph 2000/2500. Unsurprisingly, management decided that when model change time arrived, a single design could replace both Triumph and Rover and an internal design competition ensued. Both Triumph and Rover worked up proposals, but David Bache's hatchback design for Rover was judged to

be the more suitable offering for a '70s car and got the vote, ultimately sealing the long-term fate of the Triumph brand.

With Jaguar, Rover and Triumph newly grouped under the umbrella heading of Specialist Division, the new car as the group's first product was given the codename SD1 and was intended from the start to use the V8 powerplant.

If it was to replace both P6 and 2000, the new car needed a range of less exotic powerplants

too and the Triumph six-cylinder was taken as a starting point. Eventually it was used as little more than inspiration for the 2.3 and 2.6-litre OHC 'PE166' straight-six engines which resulted.

Launch came in 1976 with the car – initially offered only in 3.5-litre carb-fed V8 form – taking the coveted Car of The Year award. Development delays meant the 2300 and 2600 arrived the following year and the better-equipped V8-S arrived in 1979. Revised interiors were fitted

in 1980 and the range widened to include the leather-trimmed Vanden Plas 3500. In 1982, the twin-carbed, 2.0-litre O-Series engine arrived, badged as the 2000 alongside the turbodiesel. Badged as 2400SD Turbo, this used a 2.4-litre four-cylinder engine supplied by Italian maker VM and although it's hardly refined by today's standards it was acceptably smooth back in the early '80s.

The same year saw the Vitesse launched, running the fuel-injected V8 and featuring sports suspension and spoilers. The injected V8 was also made available in the more luxury-orientated Vanden Plas EFI in 1984 but in 1986, SD1 production ended as the new front-drive 800-Series was launched.

## WHAT TO LOOK FOR BODYWORK

The SD1 suffered from being in production during the darkest days of BL's industrial unrest and quality of the earlier cars suffered as a result. Allied to some poor quality materials, this did the car's reputation no end of harm and like any car of the mid '70s they did like to dissolve in our climate too.

A rotten SD1 will present a marathon of welding so check carefully.

Under the bonnet, check the strut tops and the front scuttle panel too. Rot here is bad news as the bonded-in screen will have to come out and will often break in the process. The screens are also known for leaking, so if you find a damp glovebox then this will also involve a screen-out job to fix.

At the other end, water leaks through the rear lights will mean a damp boot and rotten boot floor. Elsewhere, wheelarches and door bottoms will rot, but the ventilated sills survive surprisingly well.

Impressively, thanks to acquiring the parts a few years ago from the defunct Indian operation assembling SD1s under the Standard badge, Rimmers can supply a complete body restoration kit. Including front wings, rear quarters, sills and front panel, it's a very reasonable £530 including VAT. Add the doors, bonnet, hatchback and rear panel and you're still only looking at £1190.

## ENGINES

The 'PE166' straight-six engines are underrated units and in manual form the 2600 isn't far behind the pace of the automatic V8. In fact it's been said that development units produced 150bhp and were detuned for production to keep the V8's power advantage.

When new the engines had an oil feed limiter valve in the cylinder head to avoid oil consumption issues and when these gummed up the top end would be starved of oil. The result was a clattering top end and some owners will remove the pin from the centre of the restrictor valve to prevent it happening. Either way, regular oil changes are the key to long life and service parts are impressively cheap from the likes of Rimmers.

The 2000 isn't known for any particular Achilles' Heel but it does need working hard to get the big Rover moving and as a result will have led a harder life than the bigger units.

The VM engine is an intriguing design with four separate cylinder heads, each with a separate gasket. When one blows, owners reckon you'll probably need to change them all eventually, although with regular coolant changes the engine can be reliable, turning in a handy 40mpg.

The petrol engines all use a cam belt so check when this service item was last changed.



Forty years on and the SD1's razor sharp profile still wins plenty of votes. These Rovers can rust badly, so try and get any example you're looking at safely up in the air, preferably on a ramp and closely inspect all the usual rust underbody traps for any signs of serious corrosion or poorly repaired accident damage.



Both strut tops can rust badly, as can the front scuttle. Six-cylinder engines are reasonably bulletproof but a gummed-up oil system will lead to a top end rattle. Four-cylinder 2.4-litre turbocharged diesel engines are Italian-made MV units and driven carefully can return up to 40mpg.



Don't rule out the inline-engined Rover SD1, as these makes a lot of sense. A manual 2600 six pot is almost as rapid as the V8 powered version and won't be stopping at the pumps as often as its larger-engined sibling.



➔ **FACT FILE**

**CLUBS**

Rover SD1 Club  
www.roversd1club.net  
0845 1306230

**BOOKS**

*Rover SD1: the complete story*,  
by Karen Pender  
Crowood Autoclassic,  
ISBN  
978-1861261113

**SPECIFICATIONS**

	2000	2300	2400SD	2600
ENGINE	1994/4	2350/6	2393/4	2597/6
POWER (bhp/rpm)	101/5250	123/5000	90/4000	136/5000
TORQUE (lb.ft./rpm)	120/3250	134/4000	142/2350	152/3750
TOP SPEED	105	114	102	118
0-60 mph	12.4	11.9	14.2	10.7
GEARBOX	Five-speed manual, optional three-speed auto on 2300/2600			
LENGTH (mm)		4.7m		
WIDTH (mm)		1.77m		
WEIGHT (kg)	1338	1349	1524	1390



There's plenty of shiny period velour fabric covering the SD1's comfortably upholstered seats but internal foams can disintegrate over time and cause the seats to sag. Note how the layout of the dashboard was designed to make the production of left-hand drive vehicles more cost effective.

## TRANSMISSION

Unlike the V8, the four and six-cylinder SD1s are often found in manual form, in which case you're looking at the long-serving LT77 box which is a reliable unit, although synchro on second can become less effective with age. Automatics use the Borg-Warner 65 unit in Series 1 cars and the post-1982 Series 2 cars use a GM180 box. As ever, check the state of the fluid: burned and blackened is bad news, as are clunks when taking up drive. It's worth checking the level in the rear differential too: they do leak and will ultimately seize if run dry.

## SUSPENSION AND STEERING

Despite its futuristic looks, the SD1 was in fact very conventional under the skin, meaning MacPherson strut front suspension and a coil-sprung live rear axle with Boge-Nivomat self-levelling dampers fitted as standard. These

are tricky to find now, but Rimmers offer a conversion kit to use standard dampers.

A well-sorted SD1 should feel stable and planted, but all the bushes you might need to revive a saggy example are readily available.

## BRAKES

The front disc/rear drum set-up is a conventional affair so make the usual checks for worn pads, seized calipers and similar. The self-adjusting handbrake is known for not working, so will need manually adjusting every year. Warped front discs will make themselves known through a pulsing pedal.

## INTERIOR

Later cars were greatly improved over the earliest examples but it's still no Mercedes. Headlinings can sag, instrument clusters can warp and you can expect electrical problems, but

nothing you can't put right with a multimeter and basic fault-finding – the SD1 may look modern but it predates the era of on-board electronics. Door cards can also warp or sag, while seat foam can also collapse.

If the heater doesn't work properly then the matrix itself may have become sludged up. It's a big job to fix it, involving dashboard removal.

## VALUES

For just £500 you can rescue a 2300 from a lengthy sojourn in someone's front garden, with running and MoT'd cars going for around £1200 and nice examples available for as little as £2500. Really sound low-mileage and original cars will command up to £5000 and condition seems to be more important than engine, with pristine 2000, 2300 and 2600 cars all fetching similar money. The diesels are pretty thin on the ground these days but values will be similar to the 2000 and 2300. **CCM**

## ➔ INSURING A ROVER 2000 SD1

We spoke to the experts at Lancaster Insurance (01480 484826, [www.lancasterinsurance.co.uk](http://www.lancasterinsurance.co.uk)) regarding the cost of a classic car policy for a 45-year old living in the Gloucestershire GL12 postcode area driving no more than 5000 miles a year in a 1968 Rover SD1 2000. Our imaginary owner uses their Rover as a second vehicle and keeps it in a garage next to the house. They have a clean driving licence, which they've held

for over 20 years. The SD1's got an agreed value of around £4500 and the estimated annual premium to insure the car for 12 months would be between £77.42 and £94.42 inc. AV, depending on club membership. Policy benefits and discounts offered by Lancaster Insurance may vary between insurance schemes or cover selected, and are obviously subject to underwriting criteria. An additional charge may be payable.



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# FIND ME A... CLASSIC REPLICA



## PILGRIM SUMO

One of the most prolific models when it comes to replicas is the AC Cobra, the high-performance legend of the '60s that's still one of the most iconic sports cars of all time. And with prices of the best examples now at an all-time high, it's no wonder that Cobra replicas continue to be so popular.

The Cobra replica industry has come a long way over the decades, with many of the best-selling models being of a very high quality – including the highly successful Pilgrim Sumo. Pilgrim Cars started out more than 30 years ago, kicking off its success story with a vintage-look roadster going by the name of Bulldog. But the company really found its niche with the launch of the Sumo in 1987, since when a total of 3500 examples have been built.

As with so many replicas, the Sumo was available in either kit or factory-built form, a situation that continues to this day. It started out in life based around humble Cortina running gear and employed a fairly basic ladder-frame chassis, re-engineered after a few years to enable the use of Ford V6 power. From the early 1990s, however, the Sumo was adapted to take Jaguar's mighty V8, finally giving this best-selling model the performance potential that any Cobra replica deserves. At the same time, the old ladder-frame chassis was replaced by a galvanised steel semi-monocoque, giving the Sumo massively more rigidity and strength.

These days the latest Sumo Mk3 is produced by Sussex-based Pilgrim Motorsports ([www.pilgrim-motorsports.co.uk](http://www.pilgrim-motorsports.co.uk)), and in ready-built form comes in at a hefty £33,000 including VAT. That, however, gets you a turn-key car built specially to order (there's usually a 12-week turnaround), with a 3.5-litre ex-Rover V8 – producing up to 300bhp – under the bonnet, linked to five-speed manual transmission. The Sumo Mk3 is available in a choice of five different colours, and each factory-

built car comes complete with a fully trimmed leather interior, replica wheels with spinners, Cobra-style side pipes, twin roll bars and a full soft-top. For a hand-built bespoke machine of such impressive spec, maybe that £33k asking price isn't so steep-sounding after all...

### ➔ ONE TO BUY



**1979 PILGRIM SUMO Mk2, £18,495:** If you're looking for a high-quality Cobra replica that's immaculately presented, fully serviced and freshly MoT'd, this one should be worth a look. Described by the vendor as a 'stunning example', it features Ford 2.3-litre V6 power and manual transmission. It doesn't come with side pipes, but it does have stainless steel straight-through twin exhausts for what the seller says is a 'fabulous sound'. The car is also equipped with a soft-top and zip-in side windows. For further details, call 01564 770516 or go online to [www.concoursmotorco.com](http://www.concoursmotorco.com).

**What do you do if you fancy one of the most iconic of all classics but can't stomach the cost of the real deal? A classic replica might just be the answer. *Paul Guinness* looks at some of the options**



## CHESIL SPEEDSTER

Considering how short-lived the Porsche 356 Speedster was, lasting four years from its debut in 1954, it managed to have a remarkable impact on the world's specialist car industry, with numerous Beetle-based replicas having been launched. Perhaps that's not too surprising given the iconic status of the Speedster – essentially a stripped-out version of the rear-engined 356, featuring an ultra-low windscreen (removable for weekend racing), bucket seats and the bare minimum in terms of weather protection.

Although created primarily for the American market, the Speedster is revered around the world, ranking as one of the most famous classic Porsches of all time. Meanwhile, when it comes to lookalikes, they don't come much more impressive than the long-running Chesil Speedster, a replica that should be seen as a classic in its own right.

The Chesil has been around for more than 20 years, although Chesil Motor Company makes sure it doesn't mention Porsche or the 356 in its marketing, referring to its own version as a 'replica of a famous two-seater sports car of the 1950s'. Don't be misled though, for this is a seriously good quality tribute to the Porsche – as you'd expect, given that the price of a ready-built Chesil starts at around the £26,000 mark.

That gets you a drive-away Speedster complete with 1600cc air-cooled VW engine. If you want to, you can pay extra for a 1.8- or 2.0-litre powerplant (price on application), as well as a hardtop (£1350), metallic paint (£250), a full leather interior (£795) and other optional extras. Tempting, eh?

## HEALY ENIGMA

Making its debut at the NEC Classic Motor Show in November was the Healy Enigma, a car with a fascinating development tale behind it. The story dates back to 2004, when the design of the Enigma was presented to the directors at MG Rover, the proposal being that it should be based on the rolling chassis of the low-volume MG SV and sold as a modern interpretation of the Austin-Healey 3000.

The collapse of MG Rover the following year brought such ideas to a halt, and so the design was reengineered. The car is now based around Mazda's (1998-2005) MkII and (2005-2014) MkIII MX-5 sports cars, although it involves far more than simply grafting on new body panels. The Healey is ten inches wider than the MX-5 on which it is based, giving it both more space on board and a far more muscular stance.

The double-skinned glassfibre panels are all finished to a very high standard, with particular attention paid to shut lines and paint finish; the quality feel continues inside via the mohair hood and bespoke interior, the latter featuring quilted leather on the seats and door cards.

We had a look at the Healy Enigma at the NEC and came away impressed with the overall look and build quality.

It's more of a tribute to the big Healey than an outright replica, and traditionalists might balk at the idea of four-cylinder Japanese power. But as a useable and really rather attractive newcomer to the market, it's easy to see the appeal.

### ➔ ONE TO BUY

#### 1966 CHESIL SPEEDSTER, £22,995:

Based around a '66 chassis, this superb looking Chesil features an uprated 1800cc engine for impressive performance. Other upgrades

include a Porsche-style cooling fan, high-output alternator, electric fuel pump and high-capacity oil cooler for improved reliability.

The cream leather interior and wood-rim steering wheel add to the overall look. Since built, this particular Chesil has covered just 17,000 miles and is ready to be enjoyed by its next owner.

For more details, call the Hertfordshire-based vendors on 01992 465533 or go to [www.uniqueprestige.co.uk](http://www.uniqueprestige.co.uk).



### ➔ ONE TO BUY

#### 2015 HEALEY ENIGMA,

£23,995: Factory-built Enigmas based around the MkII MX-5 start at £21,000, but the one shown here takes

the MkIII as its basis. It was registered in late 2015 (on 65-reg plates) and has covered less than 1800 miles to date. Sales of the Enigma are being carried out by KGF Classic Cars, with this example being finished in Aston Martin Casino Royale Silver Pearl with a black leather interior. The 1998cc engine (producing 157bhp) is linked to a six-speed manual gearbox. Find out more at [www.kgfcars.co.uk](http://www.kgfcars.co.uk) or call 01733 425140.





## RMB GENTRY

What was once known as the RMB Gentry (and nowadays simply as the Gentry) became something of a classic in its own lifetime, with the first examples being built way back in 1974. The story started three years earlier, however, when car enthusiast Roger Blockley hand-built a one-off special based around the chassis and running gear of a Triumph Vitesse, albeit with styling that paid tribute to the MG TF of 1953-55.

So admired was Blockley's creation, he was encouraged to begin small-scale production of TF-inspired cars, still employing Herald/Vitesse running gear. A cottage industry was established in a former mushroom-growing shed on a smallholding in Leicestershire, from where the RMB Gentry began its success story. Word quickly spread about the quality of the vehicles and their authenticity, helping the Gentry to become something of a specialist success story.

Blockley finally sold the Gentry business in 1989, with its new owners – marque fans Mick Sinclair and Terry Phillips – re-engineering the Gentry the following year to include a brand new bespoke chassis and engines from Ford's ubiquitous Escort and Cortina, with Sierra power being added later on. All rights to the Gentry changed hands again in 2002, only for the project to fail; ownership then transferred to what is now known as the Gentry Motor Car Company ([www.gentrycars.co.uk](http://www.gentrycars.co.uk)), which has been successfully producing the latest version since 2008.

Nowadays there's a thriving Gentry club ([www.gentryregister.org](http://www.gentryregister.org)) catering for the needs of all owners, with enthusiasm for this TF lookalike showing no sign of waning.

## ➔ ONE TO BUY



**1969 RMB GENTRY, £3750:** If a classic Gentry appeals but you don't have a big budget, what's the solution? This particular car could be ideal for anyone willing to take on a straightforward project, as it's already up and running (the vendor reckons it runs and drives very well), comes with all new tyres and mainly needs spraying in order to make excellent. It has apparently been well put together, and even its hood appears to be in great condition. To find out more, call Day Autos of Essex on 07836 639603.

## ➔ OR MAYBE...

### WESTFIELD SPORT

There's been no shortage of Caterham Seven replicas offered (with varying levels of success) over the years, but one of the best has to be the Westfield Sport – a model whose origins date back to the original SE of the 1980s. Looking remarkably like the model that inspired it, the Westfield comes with a choice of four-cylinder Ford engines and myriad optional extras. A factory-built new car will cost you at least £21,950; or you might prefer to spend £7-10,000 instead on a decent Westfield SE from the early '90s.



### SUFFOLK C-TYPE

Still available to order is this long-running C-Type replica from Suffolk Jaguar, a car that takes five months to build – and it's easy to see why. This glassfibre-bodied special boasts aluminium panels and is dimensionally completely accurate, its moulds having been taken from an original Jaguar C-Type – one of just 53 cars built to race. You have a choice of 3.8 or 4.2-litre straight-six power, overdrive or five-speed transmission, plus various other upgrades – all without losing the feel of the thoroughbred original. Find out more at [www.suffolksportscars.com](http://www.suffolksportscars.com).



### FROGEYE SUPERSPRITE

Launched in 1985, the Frogeye Car Company (based on the Isle of Wight) specialised in hand-built replicas of Austin-Healey's smallest model, featuring all-new glassfibre bodywork and a high standard of finish. The model was developed during its 13-year run, with later cars featuring 1.4-litre K-series power in place of the earlier A-series unit. Sales took off in Japan, but a recession there saw a major order cancelled and the cessation of production – after a run of just 130 cars. The Frogeye shown here is owned by former company technician, Andy Hide.



### MITSUOKA VIEWT

Okay, we admit we're really stretching the replica theme here... but bear with us, because if nothing else this little beast is a bit of fun. Well, almost. It's the Viewt from Mitsuoka, a Japanese company that specialises in fully-built 'tributes' to British classics. This one's based around the Nissan Micra MkII but features a retro-style front end, added boot, traditional chrome and an all-leather interior in homage to the iconic Jaguar Mk2. Plenty of Viewts have been imported to the UK (usually priced at around £5000), much to the horror of Jaguar fans.





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# YOU DON'T SEE THOSE EVERY DAY...

## MkIII FORD ESCORT



**T**he MkIII/IV Escort is a car I remember well, having been at one time the custodian of a 220bhp RS Turbo... a torque-steering beast which is best left in the memory. Regular *CCM* photographer Michael Whitestone can go one better though, since he remembers cutting his teeth as a studio photographer doing the cutaway photos for the original brochures.

The MkIII Escort was once an everyday sight and regularly topped the best-seller charts, ahead of even the Cortina. Although it's less common these days you do still see a few MkIII and MkIVs in everyday use but what you don't see is the estate. Never a big seller, the Escort estate was available in two flavours: the

conventional four-door like we have here, or the curious two-door version known in Europe as the Kombi.

Developed under the code name Erika, the MkIII Escort was a complete departure for the Escort which had been stoutly rear-drive since the beginning – a bigger change than the one from Escort to Focus in fact. With development costs estimated at £3bn, Ford pulled no punches developing an all-new design and it incorporated all the modern thinking in its front strut/rear torsion beam suspension and neatly styled hatchback body. A new range of overhead-cam 'CVH' engines was developed to power it and it's easy to forget just how big the range became: hatchback, convertible, estate, van and the Orion

saloon were all offered, with engines ranging from the humble 1100 to the 132bhp RS Turbo.

The MkIII was facelifted into the MkIV in 1986 and a measure of its success as a design comes in the famous *Autocar* cover line on the introduction of its replacement in 1990 – itself carrying over much design thinking from the older car: "The new Escort meets its rivals... and loses."

Today the Escort estate is a rare sight, with a few bright yellow ex-BT examples still soldiering on trailing a cloud of diesel soot in the hands of builders and plasterers but it's a reminder that even back then Ford knew what it was doing when it came to offering a full range. Even VW couldn't offer you a Golf estate back in 1980. **CCM**

### ➔ WE FOUND ONE...



There's always something interesting to be found at Spinning Wheel and right now they have this 7900-mile Escort estate sitting in stock. A proper timewarp example, it boasts just three owners since 1987 and comes with a full history and even the original handbook. Power is provided by the 1.4-litre, 75bhp CVH which makes it surprisingly lively. As you'd expect from the mileage, it's superbly clean and tidy with the load area having survived unscathed too. If you want an interestingly different workhorse which is bound to make people stop and chat then have £4995 ready and visit [www.spinning-wheel.net](http://www.spinning-wheel.net).

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**YEAR: 1976    MILEAGE: 64,696    PRICE: £45,000**

**D**epending on your perspective, the Interceptor is either a perfect coming together of disparate elements or a bit of a mish-mash mongrel. Its growling Chrysler V8 engines are as American as they come, while its handsome fastback shape was penned by Carrozzeria Touring in Italy – despite its British Bulldog image, the Interceptor is something of an international automotive pick ‘n’ mix.

The Interceptor replaced the angry-faced CV8 with a view to further penetrating the American export market. Over its protracted lifespan, the car was available in three bodystyles (coupé, convertible, hatchback) with three different V8 engines (5.9, 6.3, and 7.2 litres) and even with four-wheel-drive as the Jensen FF – one of the first production cars to use such a system. The Interceptor proved popular for most of its life (especially in the US) but ultimately couldn’t save Jensen from its eventual demise in 1976.

The example currently for sale at The Motor Shed in Bicester, Oxfordshire is a third generation car from that final year of Jensen production. As a later model the car is powered by the largest of Chrysler’s donor V8s – a 7.2-litre, single-overhead cam 16-valve ‘TNT’ unit, as used in some of the finest 1970s muscle cars, including the Dodge Challenger R/T (albeit slightly detuned for Jensen’s use). The resultant 280bhp and 380 lbf.ft of torque are transferred to the rear wheels by a famously bomb-proof Chrysler Torqueflite three-speed torque converter automatic gearbox.

The car was treated to a ground-up restoration of its bodywork and interior in

1998 (as photographic history and bills to the tune of £45,000 confirm) and was used for a couple of years before being tucked into storage. Just over a decade later, the Interceptor emerged unscathed from its hiatus, save for a spot of micro-blistering to its paintwork – everything else is in excellent fettle. The interior is a sea of cream leather and the finest ‘70s wood veneer. Likewise, you’d be hard-pressed to find fault with the deep blue bodywork – that micro-blistering is barely noticeable from most angles. The car has covered around 65,000 genuine miles and, as expected, feels solid as a rock.

The benefit of The Motor Shed’s unique location on Bicester Heritage’s ex-RAF airfield complex is that there is plenty of private land on which to get acquainted with the brutish Jensen.

The airfield was used mainly for training purposes in both the First and Second World War, hosting squadrons of bombers and fighters during both conflicts. Today, under the Bicester Heritage banner, the complex serves as a centre for “the restoration, storage and enjoyment of vintage and classic cars, motorcycles and aeroplanes”, with many other classic car specialists on site.

The Jensen is perfectly happy rumbling along, its low-speed manners proving perfectly sedate. Medium-weight, power-assisted steering makes for easy manoeuvring in tight spots, while the long throttle action means all that low-down torque is easily modulated.

Rolling out onto what remains of the original RAF airstrip is an evocative experience. The small sprint circuit is probably about half a mile in length, packing

in a lengthy straight and some challenging bends thanks to the ingenious use of an aircraft taxiway. Most importantly, there’s no speed limit – perfect for a long-legged GT like this.

A few laps at normal road speeds is a good introduction to the Interceptor’s overall road manners. The surface of the track is by no means smooth, but the car’s suspension easily deals with small imperfections. Bigger bumps are not dealt with as well, but this is still an extremely comfortable place to be at normal road speeds.

Acceleration from 40mph to 70mph at mid-throttle is swift, accompanied by a surprisingly subdued warble from the twin exhaust pipes, while the soft-feeling brakes take a bit of getting used to when slowing from higher speeds – a deliberate, hard press on the pedal is required, but they perform well in spite of their lack of feel.

This Interceptor’s breadth of abilities and its duality of comfort and engagement was a pleasant surprise, while its American internals are completely charming and reassuringly robust. This Jensen is in fantastic condition, looks fantastic in its deep blue/cream colour scheme and wouldn’t want for much more work to bring it up to an extremely high level of usability and finish.

If you can stomach what are likely to be challenging running costs, this car could be the perfect long-legged classic GT for long trips to the continent – it would be a great tool for a trip to this year’s Le Mans Classic!

**James Howe**

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## DATABASE: MG MGF/TF (1995-2010)

# MID-ENGINE D MARVEL

Make do and mend or a radical new departure which shook up the sports car market? We chart the life and times of the car which carried MG into the new century.

Words: Paul Wager

**W**e've often commented before in *CCM* on the inventiveness of the British motor

industry when budgets were tight and new models were needed: the Discovery was a rebodied classic Range Rover, Jaguar made the XJ40 last until 2001 and even Rolls-Royce carried the guts of the Silver Shadow through to the very last Spirit-based cars.

The MGF is no exception: born from a need to revitalise the MG brand and developed without the lavish budget enjoyed by its competitors, the car not only employed some innovative engineering thinking which allowed it to maximise existing componentry but also created a whole new type of sports car. That it lasted from its introduction in 1995 to the final



Chinese-made examples of the revised TF in 2010 illustrates just how successful it was. The car has survived in remarkable numbers too and today makes a superb affordable modern classic.

## Background

A new MG sports car had been on the cards for years but budget constraints had seen the idea relegated to the back burner. As with so many of the smaller sports cars developed during the 1990s, the catalyst to revisiting the concept was the surprise launch of the MX-5 in 1989. Various scoop stories in the press suggested either a smaller Midget-style car or a larger V8-powered design in the TVR mould but despite press enthusiasm for a new MG sports car, the MG brand was in fact small fry compared to the need to keep Land Rover and the volume Rover cars business on track.

Despite this, a proposal had been worked up under the codename F16, with styling by Gerry McGovern and looking vaguely reminiscent of the Honda Beat but with front engine and front-wheel drive.

Much of the press speculation in the early '90s suggested MG would launch a car based on the front-drive Rover 200 platform but Rover was exploring several different options and – with the project too small for the mainstream new model development process – had commissioned three outside contractors to produce designs for a

smaller MG. Each was given a fibreglass copy of the F16 concept's body and each came up with very different results.

The first was 'PR1', developed by Motor Panels and using a metal copy of the fibreglass F16 concept. Based on a Maestro floorpan shortened behind the seats by 2.75 inches, it was powered by a front-mounted 2-litre M16 engine and used Maestro-derived MacPherson strut front suspension and front-wheel drive.

Concept 'PR2' meanwhile was developed by Reliant and used a lengthened version of its own Scimitar chassis with a front-mounted 3.9-litre Rover V8 and again, modified Maestro front suspension. McGovern's concept design formed the basis of the car's style but had been stretched to create an altogether longer car with classic proportions.

The third option, 'PR3' was produced by ADC in Luton and was an innovative approach, smaller than the other two and using a mid-mounted transverse engine right behind the seats. To create a running prototype, ADC had simply taken a Rover Metro front subframe with its K-Series engine, turned it round and stuck it in the rear. A modified Metro floorpan formed the basis of the centre section with a second Metro subframe minus running gear at the front. It might sound like something which was done purely to create a running prototype mule but in reality it proved to be surprisingly close to the production reality. As Ian Adcock recalls in his well-researched

book *Project Phoenix – the birth of the MGF*, the cars all impressed for different reasons during management assessment exercises but the one which created the most enthusiasm from drivers was the mid-engined PR3.

The front-drive car was felt to be a safe option but in marketing terms was questioned: the public might have bought front-drive MG Metros, Maestros and Montegos, but would they accept a 'proper' sports car from MG using front-wheel drive? And would the press harp on about those less-than-glamorous Maestro underpinnings?

The Reliant-based car was judged to be a properly brawny sports car in the Austin-Healey mould and its V8 powerplant would no doubt endear it to the US market, but in 1991 thinking suddenly changed when it was announced that after the poor performance of its Sterling brand, Rover would be withdrawing from the North American market once again.

With thirsty rear-drive V8 cars far less popular in Europe, this left the mid-engined car as the favourite for a reborn MG and development began in earnest in 1990. Meanwhile, 'Project Adder', the RV8, was nearing completion and would be launched in 1992 to fly the MG flag until the new car was ready.

## The Engineering

Early development of the PR3 concept into what would become the MGF centred around modified Metros, with some of these cars simply Metro

**"The MGF boasts greater torsional stiffness than the first generation Mazda MX-5"**





A modified Metro with a removable van body (top left) was used as mule to test the prototype MGF's mid-mounted power unit. Motor Panels and Reliant came up with two very different variants on the original design brief for the new sports car and the final result was the MGF as we know it today, seen here on the right in a period company publicity shot roaring past vintage MG Number One.





With decent early 1.8-litre K-series powered examples still cropping up in the classified section priced anywhere between £1750 and £3500, there's not much else available for the same initial outlay that will provide as much open air fun as a well sorted MGF or TF. Now's the time to get hunting and grab a bargain and smarten it up in time to enjoy some early new year sunshine.

rolling shells with the roof cut off and an engine block mounted in the rear which were used for early crash testing. Others were built into running prototypes and to disguise the vehicles for on-road testing, the mid-engined Metros were styled to look like Metro vans, with the complete rear bodywork in fact being removable. Today one of these is available for viewing in the new Collections Centre at the British Motor Museum in Gaydon and gives a fascinating insight into the development process. It was these cars which allowed the team to tailor the handling to suit the mainstream buyer who may have been attracted to the mid-engined idea but who really didn't want the often sudden handling the design can tend to produce.

It was at this time that the project was deemed to be sufficiently mainstream to move from the RSP (Rover Special Products) 'skunkworks' to the mainstream engineering development departments, leaving RSP free to concentrate on getting the RV8 into production.

The styling was moved in-house too, with design chief Gordon Sked's team modifying elements including the rear deck height to emphasise the mid-engined nature of the car and differentiate it from the MX-5. McGovern then smoothed the angular design of the PR3 into the softer shape dictated by then-current trends, the idea being to retain the 'tautness' and modernity of the original. Being smaller than other mid-engined sports cars like the Ferrari

Mondial, the MGF concept threw up some tricky packaging problems, one of which was the hood arrangement: the MGF was novel in having its folded roof sitting right above the engine which posed a challenge in avoiding an unsightly lump with it lowered. Meanwhile, driveshaft angles and other technical issues prevented the engine being lowered to solve the problem.

Other issues included cooling problems with the early prototypes which mounted a radiator immediately in front of the engine, something which was solved when the radiator was moved to the front. The Japanese importer – likely to be an important market for the new car – also insisted that it be offered with power steering which posed another packaging issue. In the end an electric system was used which varied the level of assistance to offer light steering at parking speeds but virtually no assistance over 60mph. It also had the useful side-effect of allowing wider wheels and tyres to be fitted for improved handling.

As part of this, extensive customer clinics arrived at a product brief which required the new car to offer more power than the concept's 1.4-litre K-Series offered and suggested it should offer GTi-style performance with 0-60 in 8.5 seconds and a 120mph top speed.

Various solutions were employed, many of them centred around forced induction of the 1.4-litre K-Series which apparently resulted in some intriguing prototypes.

## ➡ DID YOU KNOW..?

- The quest to extract sufficient power from the 1.4 K-Series apparently created a 180 bhp Metro prototype.
- At one point the wheelbase was lengthened by 3.9 inches, which allowed a larger fuel tank to be fitted.
- Designer McGovern insisted on the radius door corners as essential to the car's style... but they're much harder to press and more expensive for production.
- In order to test the enlarged K-Series engine and PG1 gearbox in a mid-engined configuration, several second-hand Toyota MR2s were fitted with the engine and box on special subframes and served as cost-effective prototypes.
- The MGF boasts torsional stiffness greater than that of the first-generation MX-5 and the TF achieved a four-star NCAP crash test result: impressive for an open car.
- The folding roof mechanism was engineered by Pininfarina to a design by Gerry McGovern.
- Early prototypes built around Metro subframes had an alarming tendency to jack up at the rear under braking. The reason was later discovered to be the Metro's anti-dive front suspension set-up which when installed backwards became a pro-lift design!

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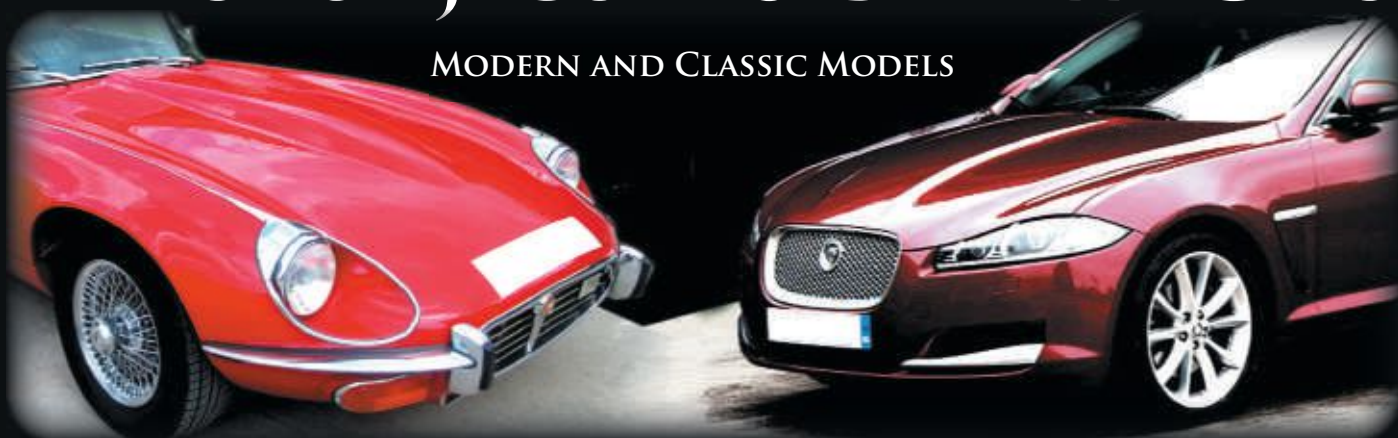
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The supercharged MG Supersports One, also known as the EX24, was one of the stars of the 1998 Geneva Motor Show and was a concept for a weekend race car that could be driven to the track.

In the end the decision was taken to stretch the existing K-Series to a 1.8-litre capacity courtesy of a larger bore and increased stroke for a 1786cc result.

Power outputs in this form were 120bhp for the regular engine and 145bhp with the variable valve timing control developed by Rover under the tag VVC. Unlike Honda's VTEC which is very much on or off, the Rover system offered a continuously variable option without the peaky power delivery of the Japanese design.

The increased power output of the larger K-Series also required a more robust gearbox than the usual unit used with the 1.1 and 1.4 K-Series units and this was the PG1 box, a Rover-made Honda design which was converted to operate with a cable linkage rather than the rod set-up used in the front-drive cars.

Supension retained the Hydragas set-up of the Metro which had provided its subframes for the initial concepts and it was this which gave the car

its unique place in the market: with the Hydragas interconnected front to rear as had been done on the Rover Metro, the MGF offered a ride quality far more refined than any of the other sports cars in its class yet could also boats terrier-like grip.

Despite it being a volume product rather than a niche-market special like the RV8, the MGF would always be small fry when compared to the firm's mainstream saloon models and so the bodysell was outsourced to Motor Panels in



The MG GT concept coupé broke cover back in 2004 and had this interesting MGTF hardtop gone into production, a mid-mounted 200bhp KV6 engine would have been one of the power sources.



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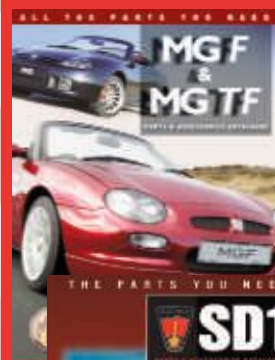


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## SPECIAL EDITIONS



The first special edition MGF was the 1996 Abingdon, finished in Brooklands Green with beige hood, leather seats and 16-inch wheels.

In April 1999, a special edition was launched to commemorate MG's 75th anniversary, available as either 1.8i or 1.8i VVC and available in Mulberry Red or black, with black hood, leather seats and red tonneau cover.

In 2000, the SE specification was introduced, available as either 1.8i or 1.8i VVC in Wedgwood Blue metallic and featuring black leather seats and 16-inch wheels.

2001 saw the 160 bhp Trophy in blue or yellow, complete with red-painted four-pot front calipers, bigger brake discs, front and rear spoilers and different headlights. Inside were body-coloured console, door card inserts and seat flashes.

Later in 2001 the MGF Freestyle offered the look of the Trophy complete with spoilers and 16-inch wheels but based on the regular 1.8i or 1.8i VVC.

The first TF special edition was the Sprint SE from July 2002, based on the TF135

or TF160 with alcantara and black leather seats, Smokestone dash and door panels, coloured roof, chrome accessories and front foglights. The TF135-based Sprints also received ABS, 304mm front brakes and 16-inch wheels. The Sprint was offered in Solar Red, XPower Grey, Starlight Silver, Le Mans Green and Trophy Blue.

In March 2003 came the Cool Blue SE, based on the TF115 or TF135, featuring Trophy Blue, Starlight Silver or Anthracite metallic paint with blue roof and seats, Momo gearknob and steering wheel and a wind blocker.

The SunStorm arrived in October 2003, based on TF115, TF135 or TF160 as a limited run of 500. Raven Black, Nightfire Red or Starlight Silver, they came with a standard hardtop, Smokestone interior, alcantara and leather seats, Momo gearknob and steering wheel and a CD player. With a black hood, the spec included 16-inch wheels, MG Racing uprated brakes and front fogs.

In January 2004, the 80th Anniversary model was offered in Pearl Black, Starlight

Silver and Goodwood Green on all engine options. Silver and black cars used burgundy red hood, a dark grey interior with alcantara and black leather seats and bright-finish console, door trims, gearknob and handbrake grip, while the green cars came with a beige interior, roof and seats. All featured a wind blocker, 16-inch wheels, CD player and front fogs. The logo '1924 MG 2004' was embroidered on the seats.

In July 2004, 1000 examples of the Spark SE were produced, available with any engine and gaining the 16-inch wheels and bigger brakes as well as Gunsmoke and alcantara interior plus an alloy-effect trim package on the console, plus Momo gearknob and wheel, bright grilles and chrome door handles. The Spark was offered in Firefrost Red, Sonic Blue, Xpower Grey and Starlight Silver.

Rather unusually, a special edition TF160 was produced in October 2004 for the French market only, dubbed the Vintage Racing which came in Dover White with 'Shelby' style stripes and XPower accessory roll hoops.



Early MGF's can be identified by orange front indicator lenses and a black painted windscreen surround. These cars Metro-based Hydrogas suspension system gives first generation 'Fs a limpet-like grip and, according to some fans, provided far better handling characteristics than later TFs fitted with conventional coil springs.

Coventry which part financed the engineering of the bodyshell and also produced it, with Rover itself assembling the cars at Longbridge.

### Evolution

The MGF was leaked to the press in 1993 which generated much interest in the project, but in January 1994 BMW arrived on the scene with its acquisition of Rover Group and the whole project was thrown into doubt. BMW of course had its own Z3 in development and for this reason it was thought that the MGF programme might have been terminated. In reality the cars are really very different and the BMW was made in the US with that being one of its primary markets, while the MGF of course wouldn't be offered in North America at all.

Impressively, a driving exercise was carried out at the Nürburgring where BMW's own test drivers sampled the MGF and were sufficiently impressed for the car to be approved by BMW management.

The MGF was launched in September 1995 with the 1786cc, 125 bhp K-Series, with the 145 bhp VVC version arriving in 1996 complete with a slightly lower final drive ratio to suit the higher-revving VVC engine, plus standard PAS and half-leather seats. The PAS became standard on the 1.8i in 1998.

In 1999 the MGF received its first significant changes, largely affecting trim and equipment levels: the windscreen was now painted body colour instead of black, the front indicators were now smoked instead of orange and the seats were reshaped while the console and door trims were also restyled with alloy inserts. Elsewhere, the power steering was

recalibrated, while the fuel tank was double-skinned and improvements were made to the head gasket. The instrument dials lost their cream faces and were now silver with italic type, while an additional pair of stereo speakers was positioned behind the seats.

The CVT automatic gearbox was also introduced for the 2000 model year, complete with the manual paddle control dubbed Steptronic.

In 2000, the SE specification was introduced, available as either 1.8i or 1.8i VVC in Wedgwood Blue metallic and featuring black leather seats and 16-inch wheels.

In 2001, the range was extended with a new entry-level 1598cc, 112bhp model.

Bigger changes were to come in 2002 though, by which time BMW had sold out to the Phoenix consortium and Rover Group had become

## ➤ PROJECT ADDER

In parallel with the development of the MGF under the name Project Phoenix, came the work on what would eventually become the MG RV8. Despite Rover having committed to the PR3/MGF project as early as 1990, the car would still take some time to develop and in the meantime the MG badge would disappear from the market with the end of MG-badged Maestro/Montego production in 1991.

Rather conveniently, in 1989 British Motor Heritage had reintroduced a complete MGB bodyshell for the restoration market and it was this which was chosen as a starting point for a limited-edition model to keep the MG badge in the public eye. With a front end restyle broadly reminiscent of the shape of the later rubber-bumper MGBs and widened arches and haunches, the car managed to look like a successful update of the original while changing only external panels. The project was signed off for development in summer 1991 and the final car was a world away from the old MGB, with a wood veneered

dashboard, leather trim and new roof assembly developed by Tickford. A revised crossmember was incorporated during the bodyshell build, while a single pressed-steel screen surround helped to improve its rigidity. The suspension was overhauled too, retaining a live rear axle but gaining improved location and telescopic dampers all round.

The new car was announced in March 1992 and 250 orders were taken before the car was even displayed.

Its public unveiling came at the October 1992 London Motor Show and later in the year the Japanese show in Tokyo. The Japanese market loved the RV8 and 1582 examples were sold there compared to 307 in the UK and just 92 elsewhere in Europe.

Production ended again in November 1995 but by then the car had done its job and the MG badge was back in the limelight once again, with the MGF already on sale.



Chinese-produced MGTf's were built by the NAC Group between 2007 and 2010 and imported in the UK as Completely Knocked Down (CKD) kits which were completed at Longbridge.

MG Rover. With the Rover Metro having been discontinued, the MGF was now the only car to use the Hydragas suspension and it was too costly to manufacture for a low-volume sports car. With MG Rover relying heavily on the MG range, it wanted to keep a sports car in the range to lend some credibility to the badge and the solution was to re-engineer the MGF to take conventional suspension.

This of course was a major task and involved substantial bodysheet redesign to take the revised suspension loadings, the shell becoming 20 per cent stiffer in the process. Peter Stevens was called in to give the exterior style a more aggressive appearance and the car gained a new name: TF, last seen on the 1930s Midget.

The changes utterly transformed the car, the new coil suspension being given an uncompromising set-up which was a world away from the saloon-car

ride of the original MGF and created something of an Elise-lite. The TF was further distanced from the saloon-like driving position of the original which won it so many friends by the simple expedient of making the seat base shallower, creating a lower, more traditional sports car style seating position.

At the same time, the K-Series was uprated with different manifolding to produce 135bhp in its basic form, with the 115bhp and 160bhp options remaining, the 160bhp engine now doing without the VVC. The TF may be very different from the F but it's just as appealing in its own way and can provide just as much fun.

In 2005 the criticisms of the TF's uncompromising ride were answered with the introduction of comfort option offering slightly softer settings, while the roof gained a glass heated rear window.

This ultimate development of that early PR3 concept was destined to enjoy a short life though: in 2005 Rover collapsed in spectacular style with production ending in April after 39,249 TFs.

Incredibly, the car refused to die. Following the firm's acquisition by the Chinese NAC group, production was restarted in China from 2007, with cars being assembled in Longbridge from CKD kits from 2008 and featuring detail revisions to front grille, engines and interior. First to come was the limited-edition LE500, followed by the TF135, essentially using a modified version of the previous 135bhp K-Series engine. An 85th anniversary model was produced in 2009 with production finally ending in 2010, with a 15-year production life not being a bad innings for a model designed purely as a means of reinvigorating the MG brand. **CCM**



## ➔ THE PRESS

"Testing the Brilliant MGF" was the headline emblazoned across the cover of the September 20, 1995 issue of *Autocar* magazine and their first road test of the new car after a series of teasers and interviews with development staff in earlier issues kicked off by saying it had "both the specification and looks to take Britain's most popular sportscar marque back to its glory days."

The car's unique ride quality impressed the testers, who found it an "overwhelmingly calm performer" and although they found it didn't quite offer the driver involvement of the MX-5, judged it able to cover ground "as swiftly as possible and with as little fuss as possible." Interestingly, they also found it to be more composed when driven hard, reckoning it was able to corner hard "at speeds which would have the Mazda skittering nervously."

Perhaps the ultimate endorsement of the mid-engined layout came with the comment "no other car with an engine behind the seats has ever felt this safe to drive fast."



Committed MGF fans may well already be aware of the car's composed road manners but what may well come as a surprise is *Autocar's* verdict on the car's build quality. How often have you read of a '90s Rover product being described as "hugely strong and beautifully built?"

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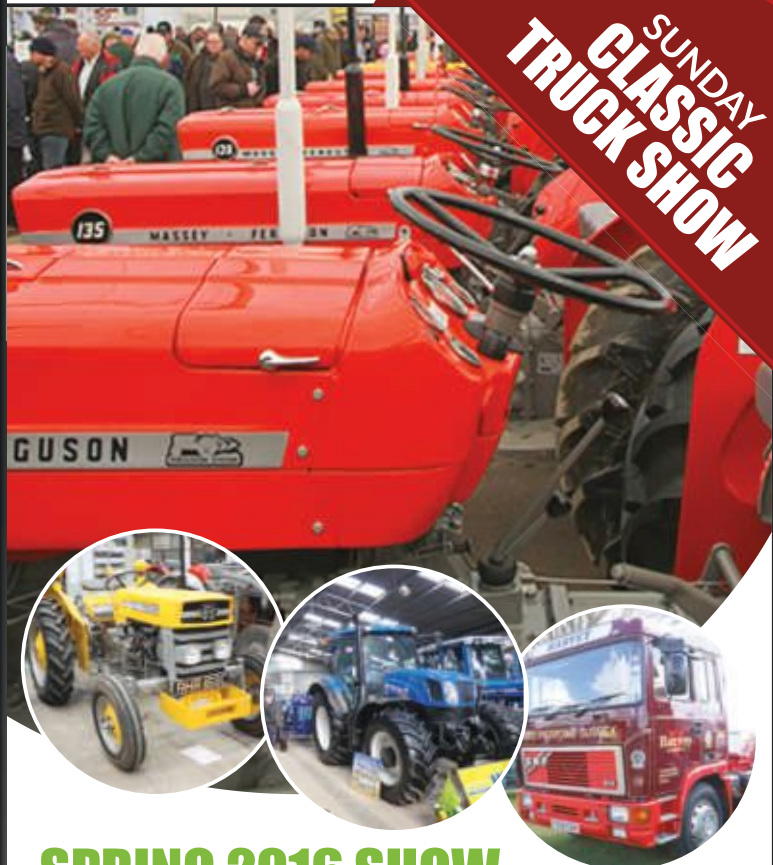
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## SPECIFICATIONS

Model	MGF	MGF VVC	MGF Trophy	MGF 1.6	TF115	TF135	TF 160
Engine	1796cc	1796cc	1796cc	1589cc	1588cc	1796cc	1796cc
Max power (bhp)	120/5500	145/5500	160/7000	112/6250	114/6250	136/6750	158/6900
Max torque (lb.ft)	122/3000	128/4500	164/3500	143/3000	107/4700	122/5000	128/4700
Transmission	five-speed manual, optional CVT automatic						
Suspension	MGF: Hydragas front and rear. MG TF: coil springs, wishbones front and rear						
Brakes	Discs front, drums rear						
Length (cm)	391						
Width (cm)	178						
Height (cm)	127						
Kerb weight (kg)	1060	1070	1075	1075	1095	1105	1115
Max speed (mph)	120	130	137	118	118	127	137
0-62 mph (secs)	8.5	7.0	6.9	9.2	9.2	7.2	6.9

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A	STAR CARS	TRIUMPH HERALD 13/60 ESTATE	B	STAR CARS	VOLVO 740
		1967, £1,700 Maroon, very rare model, 7 year full restoration completed, down to chassis. Nice looking car, photos to show stages of restoration engine also overhauled. Lots of spare parts included. 07043 22752, Scotland			1989, 103,000 miles, £1,800 ono 6 door limousine, bridesmaids car, full respray in burgundy unmarked with blue interior. Drives like new, with all MoTs, first to see will buy, there is nothing to do on this car. 07043 22752, Scotland



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**2006/06 Bentley Arnage T Mulliner.** Finished in Silver Storm with Soft Black interior, with Linen stitching and embossed Flying B's. Piano Black veneers with turned alloy dash and waistrails. Fully electric rear seats. Only 54,000 miles with FSH. Immaculate condition throughout.....**£43,950**



**2004/54 Bentley Continental GT.** Finished in Sapphire Blue with 19 inch split rim alloys. Saffron interior with Walnut veneers and door inlays, with secondary hide in Nautic Blue. Fitted with up to date Bluetooth. Only 43,000 miles with FSH. Known to ourselves for last 3 years. Immaculate condition .....**£34,950**



**2012/62 Bentley Mulsanne.** Finished in unmarked Beluga Black with Fine Ivory coachline. 21 inch, 15 spoke alloys, Linen interior, secondary hide in Beluga with Piano Black veneers. Embossed B's to waist rails, picnic tables. Rear blinds to doors and rear screen, vanity mirrors. Only 27,250 miles. Full History. Outstanding value at only.....**£133,750**



**2011/12model Bentley Flying Spur Speed Mulliner.** Finished in Pacific Blue with Imperial Blue Mulliner interior with contrasting embossed flying B's. Electric rear seats and massage seats front and rear, and electric sunroof. Only 32,000 miles with Full Service History, One Owner. Totally immaculate throughout.....**£69,750**



**2004/54 Bentley Continental GT.** Finished in Neptune Blue with 19 inch split rim alloys and Saffron interior, with Nautic secondary hide and Walnut veneers, including door inlays. Only 57,000 miles with FSH and only 2 owners. Immaculate condition .....**£33,950**



**2005/05 Bentley Continental GT.** Finished in Moonbeam Silver with 19 inch split rim alloys. The interior is finished in Portland with Walnut veneers including door inlays. Secondary hide in Nautic. Only 54,000 miles with FSH. Known to ourselves for last 3 years. Immaculate throughout .....**£33,950**



**2002/52 Bentley Arnage R.** Finished in Verdant Green with Savannah interior and Spruce Green carpets with contrasting piping. Walnut veneers and Flying B's embossed on the waistrails. Only 2 previous owners with just 41,000 miles and FSH. Immaculate condition throughout and must be seen ... **£32,750**



**2004/04 Bentley Arnage R.** Finished in Peacock Blue with electric sunroof. 19 inch alloys and Cotswold interior with Flying B's to waistrails. Picnic tables, vanity mirrors and 2 tone steering wheel. 2 owners, only 55,000 miles with Full Service History. Immaculate throughout.....**£34,950**



**2003/03 Bentley Arnage R.** Finished in Masons Black with Limited Edition 18 inch Arnage Le Mans wheels with Soft Black interior, with Black carpets and Black secondary hide. Only 44,000 miles with Full Service History. A really beautiful example and must be seen .....**£31,950**



**1992 K Rolls Royce Silver Spirit MK II Active Ride.** Finished in Balmoral Green with Georgian Silver coach lines with Spruce Green interior piped in St. James. Only 44,000 miles with Full Service History. A real Gem, cars in this condition are so rarely found, not to be missed at only .....**£16,750**



**2002/02 Bentley Arnage R.** Finished in Peacock Blue with electric sunroof and Arnage T alloys. Cotswold interior with two tone steering wheel. French Navy carpets, picnic tables and DVD to the rear. Only 53,000 miles with FSH. Totally unmarked throughout, only .....**£33,950**



**2001 Y Bentley Arnage Red Label.** Finished in Silver Storm with chrome radiator shell. Soft Black leather interior with matching carpets and Walnut veneers embossed with Silver winged Flying B's. Vanity mirrors and fully electric rear seats. Four broiles for the rainy days. Known to ourselves for a number of years, with FSH. Immaculate throughout and outstanding value, only.....**£22,950**



**2004/04 Bentley Arnage T Mulliner.** Finished in Beluga with Beluga interior with contrasting stitching and embossed Flying B's. Only 23,000 miles with Full Service History. Immaculate condition throughout .....**£37,950**



**2000 W Rolls Royce Silver Seraph.** Finished in Black Sapphire with Cream fine lines. Electric sunroof. Magnolia interior with French Navy piping and French Navy carpets piped in Magnolia. Fully electric rear seats and vanity mirrors. Only 52,000 miles with FSH. Known to ourselves for last 6 years. Immaculate condition throughout .....**£52,950**



**1997 P Rolls Royce Silver Dawn.** Finished in Peacock Blue with Cotswold interior, with French Navy carpets with Cotswold piping and Walnut veneers. Picnic tables and electric rear seats. Only 24,000 miles. Immaculate condition throughout. A very rare car and must be seen .....**£29,995**



**2001 Y Bentley Arnage Red Label.** Finished in Silver Pearl with Beluga interior piped in White and Mulberry carpets. Fitted with electric rear seats, front and rear parking sensors, electric folding mirrors and SatNav. Known to ourselves since 2008. Only 77,000 miles with FSH and in immaculate condition throughout.....**£26,995**



**1980 V Rolls Royce Silver Shadow Series II.** Finished in traditional Georgian Silver with St James coach lines and new whitewall tyres, with Silverstone interior piped in Midnight Blue. Fitted with picnic tables. Only 30,500 miles from new with full history. Must be seen, a real investment.....**£29,950**



**1991 J Rolls Royce Silver Spirit Mk II Active Ride.** Finished in Brooklands Green with Parchment interior piped in Spruce Green with Spruce Green carpets piped in Magnolia. Known to ourselves for last 10 years. Only 67,000 miles with FSH. Immaculate condition throughout.....**£17,250**



**1982 'X' Rolls Royce Corniche Convertible Series II LHD.** Finished in unmarked Larkspur Blue with stunning Magnolia interior, piped in French Navy, and French Navy carpets. High level brake light. New Mohair hood just fitted. Low mileage. Beautiful condition throughout and an ideal car for your Villa.....**£67,950**



**1997 P Bentley Turbo RL.** Finished in Masons Black with Parchment interior with Black piping and Black carpets with Parchment piping. Only 65,500 miles, FSH, known to ourselves for last 10 years. Immaculate condition throughout.....**£18,450**



**1980 V Rolls Royce Silver Shadow Series II.** Finished in Acrylic White with Black fine lines and Soft Black interior with Black carpets. Only 107,000 miles, having had an engine from a 60,000 mile car recently fitted by ourselves. Immaculate condition throughout and must be seen, only .....**£15,950**



**1982 X Rolls Royce Silver Shadow Series II.** This Silver Shadow was probably the very last Shadow II ever registered in March 1982. Finished in Honey Gold with Beige interior piped in Walnut, with Fawn carpets piped in Beige. Only 34,000 miles with FSH. This car has had 28 services and is almost like new .....**£29,975**



**1994 M Silver Spur MK III.** Finished in Ming Blue with a Light Tan interior. A very classic colour scheme. Known to ourselves for many years and is in outstanding condition throughout. Full Service History. Outstanding value at .....**£14,750**



**1978 S Rolls Royce Silver Shadow II.** Finished in Walnut over Silver Sand with Cream interior piped in Walnut. Fitted with picnic tables and a rare extra of electric door mirrors. Only 47,000 miles with Full Service History. Known to ourselves for last 13 years and serviced to the highest standard. Recent hydraulic brake overhaul.....**£25,950**

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## ALFA ROMEO

156



**92,000 miles, £Offers.** 2litre, red with red leather, first class condition, new Dunlop tyres, semi automatic 5 speed. Perfect inside engine etc excellent. Ireland. 353 087 7524 677 (SN)

## ASTON MARTIN

### ASTON MARTIN WANTED URGENTLY

**Any Aston Martin wanted urgently.** Any year, any condition whatsoever, we pay more than anyone, distance no object. 07836 250222. (T). Kent. 01322 669081 (GD)

## AUDI

80 2L

**1992, 181,000 miles, £500.** Manual, 5 speed, silver, used regularly till recently, very reliable, mechanically good, MoT till June 2016. Cheshire. 01829 741294

A4 1.8



**1999, £995 ovno.** Petrol, immaculate condition. MoT July 2016. Service history. North Yorkshire. 07464 135941 (PB)

A4 1.8 PETROL



**1999, £895.** Immaculate. F.S.H. Drives spot on. No marks on bodywork. East Coast. North Humberside. 07464 135941 (RB)

COUPE 2600



**1995, 22,190 miles, £3,000.** Auto, Crystal silver, leather interior, alloys, air conditioning, one owner, serviced every year, MoT August 2016. A real eye catcher! Warwickshire. 01926 640738

QUATTRO



**1989, £3,000.** 5 speed manual coupe, silver. 21226c.c. MoT 1 year. Full service history and all MoTs from new. T. bar, 5 cyl engine. Part ex classic motorbike. Land Rover 90, V5. Owned 2 years in my name. May add cash for low mileage Land Rover Defender, 1 or 2 owners, with history. 0208 534 1761 / 07863 262603 (RB)

## AUSTIN

1100 MK1



**1963, £1,300.** Four door. Light blue. Runs well. No known history. Sale due to another classic and lack of use. MoT until September 2016. Kent. 01732 364987 (PB)

1300 COUNTRYMAN



**1972, 45,888 miles, £2,800.** Very rare, new clutch and new tyres all round. Engine is in very good condition. Very tidy car but requires some welding underneath. MoT April 2016. Lincolnshire. 07980 355726 (RB)

7



**1938, £6,975.** Runs well, blue body black wings. Kent. 01843 841908 (SN)

7 BOX SALOON



**1934, £6,500.** Car has been restored 6 years ago. Runs well. Used in club runs. Some history. Dorset. 01725 517591 (RB)

7 C-TYPE VAN



**1928, £14,500.** Immaculate condition ex Burnard Matthews Turkey farms, in their Livery. Listed on 7 register as an original van, ex mechanical order. West Midlands. 01922 743023 (SN)

A40 FARINA



**1961, £2,800.** One owner before me, tax free, MoT July 2016, in good running order with good engine, gearbox, low miles, any trial welcome. Call after 6pm for more details only if you are interested. Middx. 020 8906 1581

A40 FARINA COUNTRYMAN



**1965, 45,681 speedo miles, £2400.** Lift the rear window and drop down the bottom part of the tailgate. Condition 2. Needs some work. MoT Sep or Oct 2016. No advisories. Handbook, BMC Passport to service. Green and white. Somerset. 01934 627563

A50



**£2,850 ono.** 2 door, custom rear lights, lowered 2in, new exhaust, new brakes, low mileage, 2.0lt Pinto & 4 speed box, grey primer, runs well, cool cruiser, selling lack of time & space. Herefordshire. 07765 590074

A60 COMMERCIAL



**1959, £2,750.** Restoration project all complete. Rare find for an Austin enthusiast. Viewing welcome. Maltese logbook and paperwork. Essex. 07973 359075

AMBASSADOR 2.0HL

**1983, 42,000 miles, £3,995.** This is the twin cars model in opo to red metallic, grey cloth interior. Genuine miles. Was in dry storage for 27 years. Now recommissioned with full MoT. Must be seen to be appreciated. Loads of history included + workshop manuals. Price reflects condition of this very rare car (only 4 left). Warwickshire. 02476 160817 or 07951 361719

BIG SEVEN



**1938, £5850.** Very smart. Blue body on black wings. Original number plate. Very nice car. Genuine reason for sale. Kent. 01843 841908 (RB)

EIGHT OPEN TOP

**1947, £Offers.** She was stripped in 2001. Ally body fitted. Looks like a Brooklands car. Engine rebuilt. Austin Eight engine, gearbox, chassis. Runs well. Tax, MoT exempt. Oxfordshire. 01865 340323 (PB)

HIRE CAR

**1950, £10,000.** Seven seater, excellent condition, used for weddings. Cornwall. 01736 330100

METRO VAN DP AUTO

**1988, 37,000 miles, £Offers.** Garaged last 8 years, very clean. Spares or repair. 029 2088 6971

## AUSTIN-HEALEY

3000 MKIII PHASE 2



**1967, £77,500 ovno.** Finished in Colorado red over black, with contrasting full red leather with black piping. Total restoration including engine rebuild to road/rally spec: by Denis Walsh. gear box / overdrive upgraded, Heritage Certificate and Photos of Restoration. A truly wonderful car that has bought many a 'smile' to my face, must go to a good home for its new owner to enjoy. No time wasters please, thanks. 07766 867576

## STAR CARS



## JAGUAR XJS V12

**1989, 48,000 miles, £14,650.**

I have owned the car from 2007. Maintained it myself, it is in VGC and drives as it looks. MoT July 16, on SORN.

**07720 056110.**  
**Merseyside**

03/P

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**1987 Bentley Continental Convertible** finished in Tudor Red with Black hide interior. Coded bumpers, Chrome wheel arch finishers, painted radiator grille slats and a Denon amplifier. 60300 miles with full specialist and main agent service history. An outstanding example of this scarce model.....**£78,000**



**1935 Bentley 3.5 litre Park Ward** in Maroon with Black hide interior having new Black Wilton carpets. History file to include past MOT certificates, invoices for works by Bentley specialists and copies of the original build sheets. New cylinder head, stainless steel exhaust and spring gators. Retaining its original tools as well as very smart Black wire wheels. This car runs and drives very well and is presented in excellent original condition inside and out.....**£59,950**



**1937 Rolls Royce 25/30 Six Light Saloon** by Hooper & Co. Finished in black over white. Black hide driver's compartment and magnolia hide rear with blue Wilton carpet. In extremely fine condition. Maintained to a very high standard, this 25/30 received a complete engine overhaul in 2013 which included replacement of the big ends. A fabulous example with beautiful Hooper coachwork. ....**£49,750**



**1974 Rolls Royce Corniche FHC** finished in Balmoral Green with Black Hide piped Green. Covered 82000 miles with stamped service book and Invoices for works carried out. A beautiful Corniche FHC in excellent condition throughout.....**£32500.00**



**1953 Rolls Royce Silver Dawn LHD**. Finished in Silver with Red interior. Fitted with Power steering, Air conditioning and seat belts. Total renovation at Rolls Royce specialists with a huge history file detailing over £50,000 spent. Presented in concours condition throughout, this is surely the finest Dawn on the market today.....**£67,500**



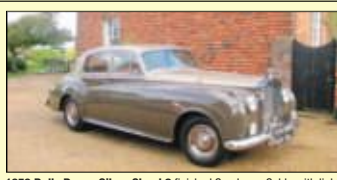
**1956 Bentley S1 Mulliner Six Light Saloon** finished in Cardinal Red with Tan hide interior. Benefits from recent mechanical overhaul. Suicide doors. Full length Webasto sunroof. PAS. Excellent history file. One of just 27 examples made. Totally original throughout.....**£97,500**



**1957 Rolls Royce Silver Cloud I** finished in two tone blue with dark tan hide with blue piping. Covered just 88600 with an extensive history file. Featuring electric windows all round. Registration 12 HYU included .....**£39,950**



**1958 Bentley S1**. Left Hand Drive finished in Black over Green with Grey hide interior. 113500 Kilometres (70,000 Miles). Originally sold to Switzerland. Documentation included. Very scarce factory air condition. 1st Class condition inside and out.....**£62,500**



**1959 Rolls Royce Silver Cloud 2** finished Sand over Sable with light tan interior. This Cloud has been in one family's ownership from new. Extensive service history with invoices dating back to 1968 and MOT certificates from 1971. Also original handbook full tool kit. Low mileage car with just 66900 miles from new. This Cloud II has been beautifully maintained and remains in stunning original condition.....**£95,900**



**1964 Bentley S3** finished in Claret over Light Oyster with Beige Hide Interior. Having covered just 72000 miles from new with an excellent history file with many invoices for works carried out. A very attractive and well maintained S3 in beautiful condition.....**£42,000**



**1964 Rolls Royce Silver Cloud III** finished in Sand with Light Tan interior. Covered 6400 miles with good history file. This Cloud has been known to us for many years and is an exceptionally maintained example. Features include Scarce Sundym glass and electric windows. Car was owned by English actress Wendy Craig.....**£64000.00**



**1963 Ford Galaxie V500 390**. Finished in Gold with Cream hood. The interior, trimmed in Cream and Gold is in perfect order. Covered just 92674 miles. Many invoices for works carried out. An excellent and very eye catching example in extremely fine condition.....**£19,950**



**1964 Rolls Royce Silver Cloud III**. Shell Grey with Grey hide interior Air Conditioning. 88000 miles. 2 owners from new. Comprehensive history file. This Silver Cloud III is presented in stunning condition throughout. One of the very finest examples on the market today. Concours condition.....**£95,000**



**1977 Rolls Royce Silver Shadow II** in Silver Sand with a brown overfex roof. Full brown leather interior with picnic tables in rear of both front seats. 94300 miles with fully specialist stamped service book, some invoices and MOT's. An excellent example.....**£14,950**



**1978 Rolls Royce Silver Shadow II** scarce factory white car with dark blue hide having covered just 66,195 miles with full service history. A fine example in exceptional condition.....**£21,950**



**1978 Bentley T2** finished in dark Green with tan hide interior. Covered just 56900 miles with an extremely comprehensive history file and many invoices. This is one of the very last carburettor Silver Spirts made. 34,000 miles with full service history.....**£24,950**



**1978 Rolls Royce Corniche Convertible LHD** finished in White with Blue roof. Dark Blue hide interior with Dark Blue carpets and Lamb's Wool over rugs. Covered 94000 miles with service History and Build Sheets. A very attractive Left hand drive example in excellent condition.....**£44,950**



**1982 Rolls Royce Corniche Convertible**. Royal Blue with Light tan hide, dark Blue carpets and Lamb's rugs Covered just 85000 miles from new. Full specialist service history, Build sheets and past MOT's. Truly stunning example and has to be one of the finest of its type on the market today.....**£58,950**



**1985 Rolls Royce Silver Spirit**. Ice Green with Green hide interior and oatmeal cloth headlining. 85480 miles with service history. The car has been maintained to a very high standard and stands in excellent original condition. A very tidy and original example. ....**£ 9,995**



**1987 Rolls Royce Silver Spirit**. Forest Green. Magnolia hide piped in Green with Green Wilton carpets and matching Lamb's wool over rugs including the boot. This is one of the very last carburettor Silver Spirts made. 34,000 miles with full service history.....**£8,750**



**1988 Bentley Eight**. Ocean Blue with Parchment hide piped Light Blue. 105,000 miles. Full service history from Specialists and Jack Barclay. Known to us since 1999 and have carried out 6 services on her. This excellent example is presented in fine condition throughout and is offered as a very useable classic Bentley.....**£11,250**



**1993 Rolls Royce Silver Spirit III**. Racing Green with Parchment hide interior piped Green with Green carpets and Over rugs. Fully stamped service record. 46600 miles, presented in first class condition throughout.....**£18,450**



**1996 Bentley Brooklands SWB LPT**. Black Garnet with Magnolia hide interior, piped in red with red carpets. 70,000 miles with full service history, known to us for over 5 years. Replacement of cylinder head gaskets 3,000 miles ago. Extremely smart example presented in 1st class condition throughout and offered with full service history.....**£15,750**



**2012 Bentley Continental GT 6.0 W12 Mulliner** Driving Specification. Anthracite, Portland and Beluga hide grey lambs wool over rugs, carbon ceramic brakes. Naim audio system. Presented in perfect condition, this one owner car has been chauffeur driven from new and has covered a mere 10,000 miles.....**£89,500**

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## 100/4

**1955, £25,000.** RHD, red, good body/chassis. Needs re-commissioning. Good project. Essex. 07534 155738 (RB)

## SPRITE



**1969, 65,000 miles, £1,850.** 1275cc. Not used since 1987. Lay dry stored. Engine turns over. Electrics appear to work. Brakes and clutch seized. Original number plate. Spare hood. Scotland. 07860 658598 (PB)

## SPRITE



**1971, £3,999.** Restoration project needing completion. Already restored/replaced: bodywork, reconditioned engine, brake discs, wheels, carpets. Remaining restoration includes hand brake, suspension, electric's. History includes receipts and photographs of body restoration. MoT 07/05/2016. Worcestershire. 07906 465529 (SN)

## BMW

### 318i CONVERTIBLE



**70,000 miles, £3,995.** J Reg, MoT'd. Mileage with documentation to prove, good condition inside and out, unrolled check Recaro sports interior and rust free body. Fixed price. 07803 042618 (MC)

### 320i TOURER

**1995, £995.** Manual, good driver, tidy for age, leather trim, £1,100 recently spent, bargain. Cams. 07904 028763

## 325i

**1985, £4,000.** Graphite black 2 door. One owner for past 20 years. Dry for 20 years. VGC and excellent. Everything works and drives well. Manual transmission. Essex. 07905 021528 (RB)

### 328i CONVERTIBLE



**£1,795 ono.** E36 model, MoT till June 2016, good bodywork, very reliable, smooth and pleasant to drive and mohair hood renewed in 2011, factory fitted sports pack, full 5 alloys and wind deflector. Staffs. 01785 211473

### 525i SE SALOON



**1995, £0Offers.** Auto, black/grey leather interior. All in very good condition but cylinder head needs work or replacing. Best offer secures. Carmarthenshire. 07975 825696 (SN)

### 628 CSI



**1980, 56,492 miles, £0Over £2,500.** Stored in garage, resprayed 1990, some micro blistering but still looks good. New tyres, fuel pump, recon calipers, suspension and headlight parts, white, auto. Kent. 01474 705656

### E30 BAUR CABRIO



**1989, 120,000 miles, £2,200 ono.** 316i manual, F reg, good condition, perfect grey cloth interior, 5 alloy bottle tops, many new parts, sold with new MoT, belt change and service, has PAS, c/locking, fogs, e/mirrors and e/windows, rare Baur cabrio, ideal investment. London. 07773 380607

## Z3



**40,000 miles, £2,499 Ono.** Rare 2.8 litre. 2 owners from new. Used only summer months. No rust but some small scratches and thumb dents. Good condition but needs some TLC. Tax and tested. Full BMW service history. Great car for concours restoration. Kent. 07771 896948 (SN)

### Z3 2000 SIX

**1999, 140,000 miles, £1,995 ono.** Roadster, in silver with oxblood red leather and red hood, new discs, looks and sounds fab, good body, needs little to make perfect. Northumberland. 07594 662090

## BUICK

### SKYLARK



**1969, 40,000 miles, £15,000 ono.** MoT Jan 2016 5.7 - v8 engine, automatic, imported from California and garaged since 2007. Excellent condition, underneath waxed oiled, rust free, leather interior in excellent condition. Some service history. Essex. 01206 334522 (SN)

## CADILLAC

### FLEETWOOD



**1957, £20,000.** 60 fleetwood sedan. 365 ci motor runs well. Gearbox shifts ok body in good condition and interior is nice. Chrome looks great! A real classic cruiser with lots of new parts. Classic style new stereo that runs blue tooth from your iPod or other device. Power steering, power brakes and electric Windows. One off beautiful paint colour paint work. Fantastic fins and chrome All uk registered. No cost road tax and MoT exempt. Hertfordshire. 07973 593705 (MC)

## FLEETWOOD SEDAN

**1992, 71,000 miles, £3,995.** White, auto with new MoT at sale. With history. Owned 8 years. Plus without issues. Smooth V8 motor. Clean example. West Midlands. 07950 398750 / 01384 823222 (PB)

## CHEVROLET

### 3100 PICK UP



**1957, £29,500 ono.** Step-side. 454 injected big block. Big window cab. TH400 trans. 9" Posi rear. One of the top ten trucks in UK. Leicestershire. 07970 751139 (SN)

### ASTRO DAY VAN



**1998, 51,478 miles, £1,800 ono.** Reg 2007, 4290cc, V6, long MoT, totally rust free, rear seats included though meantime removed, make me an offer after road test drive. Aberdeenshire. 01651 806306

### C10



**1964, 42,000 miles, £7,800.** She starts and drivers well, brakes are fairly new and stops sharpish, straight 6 3 speed manual on the floor with hurst shifter, all original, never cut, never had chasis welded and never been lowered, even has her original farm tyres on. 07730 367287 (JP)

### C10 CHEVY SILVERADO PICKUP TRUCK



**1977, £8,750 Offers invited.** Running a recently built 350 V8 with a turbo 350 auto trans. Bench seat, Autometer gauges, Hurst Proshifter 2 shifter, New Centreline wheels 10" & 8" nearly new tyres. All ready for the new owner to MOT and Register. Essex. 07735 606100 (JP)

## MONACO



**1967, £5,500 Or near offer.** Lowrider project, all parts here, must look, no stupid offers I know what its worth, all welding work done buy myself just still plodding along doing things, has a 4 pump system done by Ravens at a cost of £4000. Yorkshire. 07595 940029 (JP)

### PICKUP

**1941, £24,995 ono.** Fully rebuilt, 3550 V8, auto, SBC, power steering, air con/heat, IFS front end, 9in rear, rewired, nice interior, nice new bedwood, rear fuel tank. Beds. 07789 727033

### SPECIAL DELUXE 4 DOOR SEDAN



**1941, £3,950 Offers invited.** 216ci Six Cylinder Engine / 3 Speed manual. Engine is a runner and drives around in all gears. The car has both bumpers / interior & exterior trim / no fuel tank / doors glass has some cracks but still all complete. Surrey. 07972 025719 (JP)

### STORM



**1990, £1,950 onoi.** Lhd, Chevy mechanically excellent, all new belts, new brakes, recon power steering, air con, bodywork needs a little tlc. Avon. 0117 904 1411

## DAIMLER

### 250 V8



**1969, 56,000 miles, £23,000.** Finished dark blue with grey leather, interior. With lots of paper work, the car is in exceptional condition. South Yorkshire. 0114 231 2691 (SN)

## STAR CARS



## BMW ISETTA

**1960, 38, 311 miles, £9,000.**

Vehicle has been stored in a dry garage since 1972, engine not run this date. Body sound with some surface rust around the petrol tank. The vehicle is complete (with reverse gear) except for original seat, it would be an ideal refurbishment project. Further photographs/viewing/questions.

**07779 055846. Warwickshire 2/P**

## STAR CARS



## 280SE

**1986, 95,454 miles, £8,000.**

Repainted, re trimmed in pale green leather, alloy wheels, new windscreen, brakes o/hailed, new front calipers and pads all round. Under sealed/waxoiled, detailed engine bay, factory sunroof. F.S.H. Good tyres. This vehicle was on display in local Mercedes Dealership for the last 7 months and is up for sale as surplus to needs. Drives really nice.

**01977 616018. West Yorkshire 04/F**

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**£194,500**

**VERY RARE. 3 GHOSTS IN ONE 1924 ROLLS-ROYCE SILVER GHOST.** Three position all weather open tourer with original coachwork by Barker, with all matching numbers. This very rare example, being able to be fully closed, Sedan-de-Ville or full open tourer, is in magnificent condition throughout. Having recently undergone a major and total refurbishment, both cosmetically and mechanically through our own workshops by our fully trained and highly experienced staff, with full photographic evidence available. She is finished in Sage Green and Masons Black, with beautiful, sumptuous Beige West of England cloth to the rear, piped in Green with contrasting carpets and occasional seats. Green leather to the chauffeur's compartment. Fully lined Beige Double duck hood, with matching hood bag, double split screen, fully wind up windows and division when used as a Sedan-de-Ville. Twin side mounts with mounted mirrors. This beautiful, totally original bodied unmetalled about with Silver Ghost, with 4 wheel brakes. Has a full set of original chassis sheets and now she is ready to drive around the world. Definitely a one off and a sheer investment. Really must be seen to be appreciated being British engineering at its best.



**£27,500**

**1951 DAIMLER SPECIAL SPORTS DROPHEAD** with coachwork by Barker. Being in lovely all round condition with an extensive history file and she still retains her continental touring kit as supplied by Daimler from new. Only some 500 of these rare Daimlers were ever produced. Powerful 6 cylinder engine with Four speed pre-selector gearbox. Quite unrepeatable.



**£9,950**

**SUCH LUXURY FOR SO LITTLE.** Drive from Lands End to John O' Groats effortlessly in sheer comfort and feel like a King in this 1995 Rolls-Royce Silver Spirit III. Automatic, power steering, air conditioning, electric memory heated seats. Fitted CD & stereo system. Finished in Peacock Blue with Magnolia hide interior piped in Blue with matching Blue carpets. Fitted sheepskin rugs of course. Headrests all-round. Long MOT. Just serviced with history.



**£34,950**

**1960 DAIMLER SP250 UPGRADED TO C SPEC.**

These SP250's commonly known as the Dart, are becoming increasingly rare. Apart from having substantial mechanical work carried out over the years including an engine and gearbox rebuild, overhaul of the brakes, upgraded rack and pinion steering fitted, new stainless steel exhaust, re gel coated and resprayed in 1989/90. She is a lovely unspoilt car. Factory works hard top from new, with hood and tonneau cover providing a solution for all weathers. Being finished in Old English White with beautiful Tan leather interior.



**£59,950**

**1934 ROLLS-ROYCE PHANTOM II.** Six Light Limousine with Division and coachwork by Barker. Delivered new to Lord Leverhulme the founder of Lever Brothers. The Great Gatsby Era all over again. Being Finished in Coffee and Cream with White wall tyres. Beautiful lush Maroon West of England cloth to the rear with occasional seats and cocktail cabinet. Red leather interior to the chauffeurs' compartment. Having twin side mounts with wheel mounted mirrors, a rear luggage rack, P100 headlamps, twin fog lamps and horns, a very imposing car indeed. Just undergone a major mechanical overhaul including a complete new exhaust system. Lovely sound body, perfect chrome, a very eye catching example beautiful mechanically and ready for extensive Continental touring being British engineering at its best and sensibly priced.



**£56,500**

**1935 ROLLS-ROYCE 20/25 SPORTS SALOON.**

with coachwork by Lancefield probably one of, if not the best, I have ever had the pleasure of owning in my 50 years dealing in the Marque. Having just undergone a total engine refurbishment through our workshops in order to bring her mechanically up to the rest of her exquisite condition. Beautiful unblemished coachwork with unmarked fluted Grey leather interior, wonderful detailed Walnut woodwork. Full length sunroof, ie Marr hubcaps.

The first person to see this car will have to own her.

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## MAJESTIC MAJOR



**1961, £3,995.** Reduced, UK V5 3823 UM, Great Project Amazing 1960's 125mph supercar. 0-60 9.3 secs. Daimlers sleeping giant. Spares car available. Recon Engine/box, much body done. Fantastic opportunity, Delivery and Spares support available. Somerset. 07887 641983 (SN)

## DODGE

### COUPE



**1940, 52,000 miles, £16,000.** This car is a South Carolina car and was in storage for 35 years. This car is all original, interior, paint etc. Good condition, no wear on pedals and seats. No rips or tears in roof lining. Norfolk. 07944 523386 (JP)

## FORD

### 10

**1935, £5,500.** C Type, ultra rare barrel type 10cwt van, only one known, 10hp, good condition, in daily use, eye catcher. Lancashire. 01772 257546

### ANGLIA ESTATE



**1965, £3,995.** Clean and straight body, car completely standard except for a stage 3 cross flow. Original interior with seat belts. Car solid underneath. 07968 893493 (SN)

## CAPRI 1300 L

**1977, 29,700 miles, £5,000.** All MoT's original bill of sale, known history. Original and standard condition. Excellent interior, drives great. Slight bodywork required. No offers. Cheshire. 07973 724540 (SN)

## CORSAIR 2000 V4

**1968, 25,000 miles, £5,950 ovno.** All original, no welding or rebuilds, 11 months MoT, Purbeck grey, column change, bench seat, any inspection invited, some spares included. Isle Of Wight. 01983 753647

## CORSAIR CRAYFORD



**1967, £15,999.** Convertible 1967 2LT, GT Automatic completely rebuilt 2013/14 everything renewed/replaced. Electric Power steering, pinto engine, white interior, delocked. Lowered new inner/outer front wings. Classic show winner. 079326 00069 (SN)

## CORTINA



**1973, 28,000 miles, £6,995 ono.** Mk3 2.0lt full MoT, guaranteed mileage, 3 owners, loads of paperwork, never welded, new battery & tyres no rust or rot being zibarted original bill of sale ready to use. Notts. 07792 139652 (SN)

## CORTINA 1600

**1982, £1,500 ovno.** Currently on SORN, MoT EXPIRED September, has had recon steering rack, brake calipers rear brake shoes and wheel cylinders, front tie-bar link anti-roll bar bushes, welding to O/S/F chassis rail O/S/R chassis rail, rear panel to boot floor, boot floor above fuel tank. 01306 884449

## ESCORT MK2



**£POa.** GP4 2litre pinto, Quaife box atlas axle 4:6 lsd AP Racing front brakes Gartrac Arches Alloy tank and rad, for full spec and more pics. Central Bedfordshire. 07505 442435 (SN)

## ESCORT MK4



**1989, 57,000 miles, £1,650.** 1.6 GL estate. MoT to March 2016. In very good condition all round. Lots of service paperwork etc. New front tyres. Call for more details. Wiltshire. 01666 577446 (PB)

## ESCORT RS2000



**44,000 miles, £7,995.** Mallard metallic with grey recaro seating with a blue pattern. Grey carpets, sunroof, ex Isle of Man. Very carefully kept, with interior and exterior in lovely order. MoT April 2016, first to see will buy. Greater Manchester. 01204 527479 / 07887 771386 (SN)

## ESCORT RS2000



**54,000 miles, £6,995.** Silver metallic with recaro seats in grey and dark red, with grey carpets. Glass sunroof, correct RS wheels, centres organised. Just MoTd, in wonderful unmarked condition, having not been painted. A appreciating item, not to be missed. 10 stamps in the service books. Greater Manchester. 01204 527479 / 07887 771386 (SN)

## F1



**1950, £13,950.** Genuine 2 US owner truck from new. In its original green factory paint with great patina. This truck has never been repainted! Clear coat the original paint and use as is, it took 60 odd years to achieve this look! Lincolnshire. 07980 921341 (JP)

## F100



**1970, £9,800.** 5.0 Ford V8 and 3 speed C4 auto. Power steering and brakes. MOT & Tax. UK spec lights. Stunning black paint. All good tyres, fresh brakes. West Midlands. 07968 755659 (JP)

## FALCON



**1959, £12,000.** First year model, stock straight six 2.4 litre engine, lowered suspension, de-badged, new tyres, mike curtis wheel, car featured. Cheshire. 01612 928270 (SN)

## FIESTA

**1990, £650.** Mk 3 G reg. Four door. 1.1 OHV engine. 5 speed gearbox. Good bodywork and interior. "Popular Plus". Original blue metallic paint. No cats, cambelts or computers! Needs a good home. Always kept under cover. Ideal to show classics. West Midlands. 07808 855076 (PB)

## FIESTA 1.0 POPULAR PLUS



**1986, 35,000 miles, £2,750.** One lady owner for 28 years, superb original inside and out, MoT Jan 2016, no advisories, recent major service £500 plus, with receipts, have correct hubcaps. Derbys. 0115 932 8913

## FIESTA XR2i



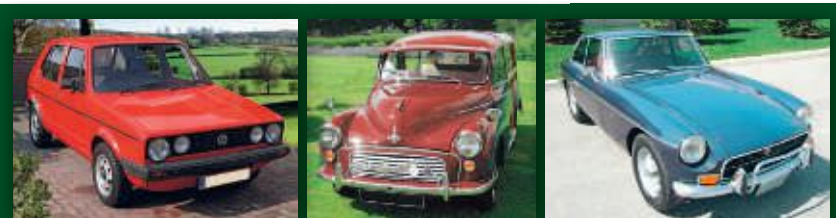
**1991, 45,000 miles, £5,250.** Totally original, unmodified, Garaged all its life, No rust. MoT July 16. To keep it running nice it has had new, tyres, battery, cambelt, head, rocker box and manifold gasket. Has been waxholed inside and out. The bright red paint is still shinning, no fading at all. gizzyday@outlook.com (SN)

## MERCURY SABLE WAGON



**1992, 22,000 miles, £2,200**  
**Offers invited.** Excellent condition inside and out. 3 Litre V6 engine with Auto transmission. Electric windows mirrors and seats and air conditioning all in full working order along with air suspension to the rear. Almost all previous MoT's to substantiate mileage. Ideal first American car or ideal large 8 seater family car, two seats in back, rear facing complete with seat belts. 2 sets of keys. Dorset. 07788 296 451 or 07974 372 333 (MC)

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## Happy Christmas to one and all

**MERCEDES 380 SL. AUTOMATIC**

The Mercedes is one of the nicest examples to come to the market in recent times, finished in Astral Silver with contrasting Black and Grey Interior, the car has covered a genuine 37400 miles from new. The Mercedes was supplied new by Continental Cars of Cardiff in 1984, long term retired owner purchased the car some 20 years ago and during his careful ownership the car has always been garaged and has covered just 5,000 miles, travelling to local "Classic Car Shows" and having special trips out. The Mercedes has fitted over mats, the original carpets are as new, the car also retains its original Bosch Driving Lamps. Upon the last owners purchase to make the car usable for his family a rear seat conversion was fitted, I also have the original carpet and tray should anyone wish to remove the rear seat. The Mercedes is presented in impeccable original condition and will give someone immense pleasure. The car has, as you can see in the pictures, a Factory Hard Top which is in perfect condition, this was removed 20 years ago and has been stored in a heated garage. The car retains its original soft top which is also factory fresh. On the road the Mercedes drives without fault, ultra smooth, whisper quite an absolute joy. Included in the sale of the Mercedes are many previous M.O.T.s, expired tax discs, original book pack, many service invoices and bill of sale, car has just arrived, ring for a detailed description. ....

**£22,995****WOLSELEY 1500 MK 1 SPORTS SALOON.**

The Wolseley was 1st registered in Newport, Gwent on the 19th of February 1959 and retains its original registration number (RDV 232) the car was purchased by a Mr and Mrs Morris also of Newport, they ran a Chemists Shop in the town centre. Due to a busy work schedule the Wolseley was only used occasionally for special days out, usually for a trip to the seaside and never in the rain. Anecdotal history written by the family confirm this and also confirm that the genuine total mileage of just 19,870 miles is correct. When new the Wolseley was fitted with a lovely "Wales" St. Christopher Badge, I have old family pictures clearly displaying the badge which remains proudly attached to the car. The Wolseley has passed from Father to Son to grand daughter before being owned by the last Wolseley enthusiast. It is all their careful meticulous ownership which has contributed to the car we have on offer today. Finished in the stunning period colours of Old Hall Beige over deep Maroon with the most wonderful original interior. The pictures only tell part of the story, you need to sit inside this fantastic cabin to admire the craftsmanship attained by the manufacturers. Being an early example the wood veneers extend not just to the dash board and door capping's, but flow up the windscreen pillars. You can also see in the pictures the high gloss original factory applied paint to the boot floor and spare wheel well. It was covered in years of dust when I removed the original rubber floor mat and spare wheel. I have applied a coat of polish and it looks factory fresh. The same can be said of the floors with no sign of any corrosion. On the road the Wolseley drives quite superbly, with perfect engine temperature and oil pressure. The Wolseley is currently being cleaned and prepared for the next owner. The pictures taken are as the car arrived. This is a wonderful opportunity for someone to own one of the finest genuine Wolseley 1500s left in the Country.....

**£10995.****1961 ROVER**

The Rover was 1st registered in Cumbria on the 14th of December 1961 and remained with its owner until 1991. The Rover was then purchased by Noel Davidson Cars for the Managing Directors own use. Mr Davidson also residing in Cumbria owned the car right up to April 2015 and made the difficult decision to sell his beloved Rover. Finished in Classic Dove Grey over Burgundy with Red Hide Interior, excellent Wood Veneers and original HMV Chrome Radio. The car is in superb condition having covered a genuine 30609 miles from new, the 6 cylinder 2.6 engine coupled to the 4 Speed Manual Gearbox makes for a lovely driving experience. The Rover in recent years has only travelled just over a 100 miles per year. The Rover has just passed its M.O.T with no advisory's, however to ensure the car can be sold with total confidence I have instructed a major service to be carried out along with under bonnet detailing to "Show" standard, sure to please the car will be available in two weeks time, please call to arrange a viewing or to place a deposit to secure the car. ....

**£11495.****MG 1100 4 DOOR SPORTS SALOON.**

The MG was 1st registered on the 11th of May 1965, supplied by Wadhams (Wray Park) Ltd of Reigate. Contained in the original history file is a "Barclays Bank" cheque for the sum of £770.16p used to purchase the car in 1965. The purchaser kept the car through until 1996 when the MG was registered to his Wife. At this time the Lady decided to have the MG refurbished, the work was entrusted to Scott-Peeling Motor Engineers of Reading. An original invoice for these works amounting to over £4000 is included in the sale. The MG was to be maintained by Scott-Peeling for many years to come with invoices on file. Also present are many previous M.O.T certificates and 38 previous tax discs. The MG is finished in Factory Black with Rose Taupe Interior, presented in "Show" condition and has just had a major service. On completion of a sale a fresh M.O.T will be applied. The MG also has its original Showroom brochure, Accessory Book, Passport to Service Document and Green Log Book. **£8495.**

**JAGUAR 2.4 MANUAL / OVER-DRIVE SALOON**

I was privileged to have supplied this lovely Jaguar to the previous owner some 10 years ago, the gentleman has taken great care of the car, using it sparingly and has averaged under 250 miles per annum. My original advert then described the Jaguar as, "being finished in the very desirable Sherwood Green with Suede Green Hide. Finding original cars of this standard is now becoming very difficult". Well, I can tell you it is more difficult some 10 years on. The Jaguar has an immense history file spanning some 5 decades. Retaining the original H.M.V Valve Radio with instructions manual. The Jaguar also has its original Metal Tool Kit, Jack and Wheel Brace. The History file confirms the Jaguar to be a genuine low ownership motor car with a genuine confirmed mileage. The Jaguar has been professionally maintained through its 52 years and will be an absolute treat for its new owner. Just arrived, please call for a detailed description. ....

**£15,995.****ROYAL AUTOMOBILE CLUB TELEPHONE BOX SIGN.**

This beautiful handcrafted sign epitomizes the manufacturing skills Great Britain is still able to offer. The Embossed sign is finished in perfect original R.A.C Blue and will be certain to give great pleasure to its new owner. Authentic in every detail including its weight and size (22" x 20"). Finely packaged, ready for inside or outdoor fitting, immediate despatch or collection. Not to be compared with cheap inferior imported products. The original sign would have been found on a R.A.C Telephone box, located in London S.W.1.....

**£199.00****ROAD TAX DISCS.**

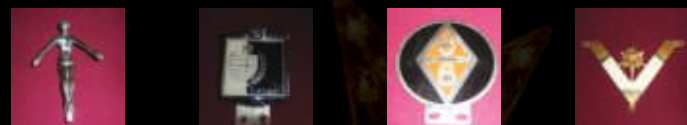
Do you miss your Road Tax Disc? If so, please read on. We are able to offer a very high quality personalised Disc for your Classic or modern vehicle displaying your expiry date. These Tax Discs are going forward from where the DVLA stopped issuing current Discs. Just telephone or e-mail your details and the Disc will be delivered by Royal Mail, just £4.95 each including the postage.

**AUSTIN WESTMINSTER A95 "SIX"**

The Westminster is one of the finest survivors, supplied New in January 1959 by The Automobile Palace Ltd of Llandrindod Wells, the wonderful original Dash Board Plaque is still proudly displayed. The Westminster is finished in Embassy Black with Pippin Red Hide, with lashings of Chrome to complement the coachwork, the car presents beautifully, complete with its original "Ace" Number Plates and distinctive valuable registration marque. On the road the Westminster performs superbly, silky smooth 6 cylinder engine and crisp floor change gearbox. The recorded mileage is 50039 miles, the instruments are crystal clear and a visual delight. Included in the sale is an original Workshop Manual, Handbook, two sets of keys and The Austin Motor Company Ltd guarantee certificate dated the 27th of January 1959. Just arrived, please call for a detailed description. ....

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## MODEL A VAN



**1929, £28,000.** Very rare Manchester built, 24 hp, total rebuild, original engine, new oak rear body, full photos of rebuild, all purchase invoices to justify work done, painted in brown and black, in first class condition. Suffolk. 01473 624650

## MODEL Y TUDOR



**1937, 27,300 miles, £6,750 ovno.** 8hp, in very nice condition, have original receipt etc, fitted four new tyres and tubes, never been welded, was recommissioned circa 1992. Herefordshire. 01989 750316

## MODEL Y TUDOR



**1936, £13,500 ono.** Multi award winning car in beautiful order. This car is like new retaining its original state. Included in this price quite a few spares. Sad owner is selling because of my age not the cars. Co Wexford. 00353 (0)870900924

## MUSTANG

**1968, £6,500.** Fitted with 351 Cleveland and powerglide completely rust free piles of bills and paperwork some nice bits on car think was going to be a bit of a race car! 9" rear a car for someone that knows what they are looking at No welding. Hampshire. 01962 774317 (HP)

## MUSTANG GT FASTBACK



**1967, £39,995.** This Mustang LOOKS STUNNING and turns heads wherever it goes This fastback was done to a high standard, and it really shows. I have displayed at many shows, and is without doubt one of the nicest Fastbacks out there. A CUT ABOVE THE REST! Message me, or call to have a chat. Thanks Pete. Essex. 07906 712466

## ORION



**1986, 97,000 miles, £1,495.** 1.6 GL, 4 door, maroon, grey trim, will come with new MoT, just been serviced, good runner, very clean. On SORN. 01763 250377 (SN)

## P.100 PICKUP



**1990, £Exchange.** Diesel 1800 turbo. Runs very well, in daily use. Very good workhorse. MoT. Needs a little tidy. Exchange for a 7-seater in good condition with MoT. Ipswich. Suffolk. 07999 353516 (RB)

## RANGER



**1992, £3,950.** 2.3 Litre pinto engine, rear wheel drive, 6ft bed, super economical 28mpg motorway. Ice cold fully working air con, variable speed wipers, bench seat with arm rest. MOT until April 30th 2016. London. 07475 454044 (JP)

## SCORPIO 2.91 ULTIMA



**1995, 85,000 miles, £675 ovno.** Automatic. MoT to Aug 2016. Very good paintwork/body, nice leather interior. Good smooth engine and box. Good tyres. £1000 spent new front calipers and pads, alternator, battery, drive belt, bearings, bushes. Some history. Serviced at 84,000. Service book stamped to 60,000. 3 keys inc red one. Original sales brochure included. West Yorkshire. 07595 280899 (RB)

## SEDAN



**1931, 3,500 miles, £20,000 ono.** 400 horsepower V8 Chevy. Holley electronic fuel injection. Edelbrock aluminium cylinder heads. 700R4 overdrive gearbox. Centreline wheels. Mooneyes instruments. Passed MoT September 2015. Crosby. 07437 495307 (SN)

## SIERRA

**1990, 71,685 miles, £1,000.** Blue Ford Sierra Sapphire LXTD diesel H reg. Good condition, full service history. 4 new tyres MoT until Nov. Cambridge. 01353 722185

## SIERRA XR4X4I



**1989, 68,500 miles, £5,795 ono.** Ford Ex Demo Car and laid up for 17 years. Full MoT, Full Service, Full Stainless Exhaust. New Clutch Fitted July 2015. Excellent Condition, Documented History. Leicestershire. 07883 437443 (SN)

## VEHICLES



**£POA.** Expressions of Interest in purchasing our collection of Classic Fords. 1967 Anglia, 1968 Mk II Lotus, 1970 GT, 1970 1600E Cortina's, 1980 Escort Sport. Will not separate. New Zealand. 0064 27 340 3247 (SN)

## ZEPHYR MK2



**1961, £7,450.** Stunning example, has been professionally restored to a high standard, lovely chrome mostly new, very nice interior, immaculate engine bay with rebuilt engine, must be seen to appreciate. East Yorkshire. 01482 679863

## HILLMAN

### HILLMAN SUPER MINX

**1964, 72,900 miles, £2,995 ono.** Speedwell blue with foam white roof, MoT Sept 2016 (no advisories), 3 family owners, very sound body and mechanics, original blue seats and trim, in very good condition, no cracks on dash, all chrome good, drives really well, needs front carpets cleaning. Warks. 02476 160817 or 07951 361719

### MINX

**1963, Approx.** 30,000 from new miles, £Offers. Two tone green. Not moved since 1975. Body poor, but interior, doors, mechanics ok. Good spares source. Staffordshire. 01543 251295 (evenings) (RB)

### MINX MK2 ESTATE

**1948, £1,500.** Super rare car, are there any others? Sound car but does need work, lost storage, must go, ring for more details. Oxfordshire. 07584 824079

## HONDA

### PRELUDE 1.8 COUPE

**1985, £150.** Exec 5 speed. Good mechanics, rotten body. Sell or break. Parts fit Accord, Civic, Triumph, Acclaim. Delivery possible. West Midlands. 01922 454782 (RB)

## HUMBER

### SCEPTRE MK 3



**1971, £4,500.** 725cc, manual. Owned for the last 11 years. Taxed and MoT 8,500 miles. Overdrive, new chrome. Very good paintwork. Excellent engine bay. Very rare car in excellent condition. Leicestershire. 0116 271 6783 (RB)

### SUPER SNIPE

**1964, 58,000 miles, £3,995.** Maroon, MoT April 2016, tax (free), needs some work, screen F&R rubbers, carpets, excellent runner, please call for more info. London. 020 8923 9615

## JAGUAR

### JAGUAR URGENTLY WANTED

**Any Jaguar wanted urgently.** Especially E-Types, any year, any condition whatsoever, we pay more than anyone, distance no object. 07836 250222. (T). Kent. 01322 669081 (GD)

### E-TYPE

**£POA.** Prefer S1 or S2 manual. Genuine purchaser - retirement treat! Will travel anywhere UK. Private vendors only please, no auctions/dealers. Yorkshire. 07711 618175 (RB)

### E-TYPE



**1971, £19,995 Or near offer.** Delivery can be arranged at buyers cost for £1.25 per mile one way. Open to offers but i really dont need the money or space so happy for it to sit and increase in value rather than sell for silly money, for serious buyers only please. deposit required to end listing of £1000 non refundable as i dont want to end and relist every 5 mins due to joke bidders. Devon. 07886 935900

### E-TYPE REPLICA



**1965, £15,995 As stated.** Genuine Jaguar Parts. 3.4 Jaguar Engine. Northern Ireland. 07761 683887

## E-TYPE ROADSTER



**1973, 71,000 miles, £75,995 Or near offer.** Series 3, 5.3 litre V12. Original UK Right Hand Drive Roadster. Azure Blue with Tan Leather interior. Chrome wire wheels, factory hard top and 5-speed manual gearbox. It ticks all the right boxes. MoT'd until May 25th 2016 with free road tax and comprehensive insurance available at around £220. Lincolnshire. 01507 533760 (SN)

## MK1 2.4 LITRE AUTO



**1958, 83,900 miles, £15,750.** A very rare opportunity to buy a rust free Jaguar Mk1 in Mist Grey, recently shipped over from Australia. Red leather interior and wood trim dash. The car comes complete with a Jaguar Production Trace Certificate and extensive History, letters from previous owners and concourse competition results. Hertfordshire. 07866 339451

## MK2



**1966, 20,000 miles, £28,500 Offers invited.** Mint condition, authentic RHD model, 3.4 Litre engine, 4-speed manual with overdrive. This is an exceptionally well-kept specimen with low mileage. This car spent some time abroad in the hands of a collector and was recently restored by a renowned German classic car dealer. I am bringing this car back home to the UK and am looking for a deserving Jaguar enthusiast to take care of her. London. 07930 140914 (MC)

## MK2



**1961, £19,995.** RHD Drive. Manual overdrive with only 2 owners from new. major overhaul totalling 8.5k carried out by M&C Wilkinson in 2013. This included brakes, suspension, electric power steering (rack and pinion), New S/S exhaust (Bell) Spax adjustable shockers, braided brake lines, stainless steel heater pipe kit, and lots more. Easy starter, very reliable. Cumbria. 07824 876305 (HP)

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**1967 Plymouth 426 Hemi Satellite.** Genuine Hemi car from new. Original colour Citron Gold Metallic. PAS, power brakes. Extremely rare and a show winner. Huge investment potential, watch the value double in the next few years. **£79,995**



**1972(L) Jaguar E-Type S3 V12 Roadster.** Black with Beige leather. Manual, PAS, chrome wire wheels, showing 53000 miles. Imported 1992 and changed to RHD. Original matching numbers engine. Plenty of history. Very nice. **£64,995**



**2007(57) Mercedes CLS 320 CDI Saloon.** Brilliant Silver with Black leather. My Father's own car since 2011 with only 2 previous owners. Low mileage of 52,000 with FSH. Extremely economical, returning 45 mpg at motorway speeds from the 7-speed auto, ~~ice-cold~~ A/C, cruise-control, e-seats, e-w, PAS, ABS, Factory standard alloys etc. Always well maintained and pristine throughout..... **£12,795**



**2003 'R' Dax Tojeiro V12 Cobra.** Dark Metallic Green with Tan leather. Rare V12 model fitted with manual O/D plus PAS. Only 2,400 miles, 1 private owner. Replica Halibrands, side exhausts, soft top and frame. Immaculate..... **£27,995**



**1972(K) Chevrolet Corvette Stingray Convertible.** Original colour Targa Blue. 350 cu.in 5.7 litre V8 with matching numbers. Factory hard top, auto, factory A/C, PAS, power brakes. Substantial history. .... **£34,995**



**1974 Datsun 260Z Coupe 2-Seater model.** Metallic Coco with correct Black interior. Genuine California with only 3 owners and showing 50,000 miles. No corrosion, Manual, factory A/C, Good investment, ..... **£16,995**



**1982(X) BMW E21 320 Coupe Automatic.** Metallic Polaris Silver with Blue Cloth. Stunning time-warrior survivor with a genuine 30,260 miles from new, PAS, original factory alloys, Impeccably maintained, Fully stamped service book & all its original books & papers, UK and Southern Ireland registration, Genuinely showroom condition and one for the BMW collector..... **£13,795**



**1978 Mercedes 450SLC 5.0 Coupe.** Metallic Dark Green with matching Light Green immaculate velour upholstery. Left-hand drive. UK and Netherlands registration papers. Automatic, PAS, electric windows, factory alloy wheels, stereo, Good original example of these rare coupes with the rare and desirable 5.0 engine option that was introduced in 1977. .... **£9,995**



**2008(57) BMW 330d M Sport Convertible.** Metallic Silver with Black leather. Rare 6-speed manual, ABS, PAS, electric retractable hard top, 1 owner, only 51000 miles, climate control, cruise control, etc, Superb car ..... **£12,995**



**1955 Jaguar XK 140 DHC.** Original UK RHD drophead coupe. Carmen Red with Grey leather and Black mohair hood. Original matching numbers engine. Manual with O/D and 16" CWW. Only 3500 miles since ground-up show quality restoration documented with £ 70,000 of bills and photographs..... **£POA**



**1968 Mercedes W108 series 250SE Saloon with private plate.** Tax exempt. Satble with Cream interior. Straight original bodywork with excellent paint and chrome. Auto with PAS. Just out of a long period of storage and being recommissioned inc. new full exhaust, new tyres, full engine service, new battery etc. Only 2 owners in the last 18 years. Just 41,000 miles indicated which is thought to be genuine..... **£10,995**



**1998(R) Mercedes SL280 Convertible.** Brilliant Silver with 2-tone Silver Grey and Navy leather seats with Navy carpets. Only 84,000 miles with Full history, Auto, PAS, ABS, hard top, rear seats, 18" alloys, e-seats, climate control, cruise control, alarm with c-locking, e-windows and mirrors, revolving face CD stereo etc. Very nice condition and a future classic..... **£7,995**



**2000(X) Mercedes SL320 Convertible.** Brilliant Silver with Light Beige leather. Only 29,000 miles from new with 2 owners and full history, Climate control, cruise control, PAS, ABS, heated and e-seats, Sony stereo with CD multi-changer rear seats, electric roof, factory alloys, e-windows and electric mirrors etc, Impeccable condition and with this superb condition and low mileage a certain investment..... **£14,995**



**2003(03) Bentley Arnage T.** Top of the range 450 bhp Mulliner model. Meteor Blue with Cotswold quilted leather, dual zone climate control, parking sensors, Alpine sat nav and CD stereo, tracker. Only 73,500 miles with FSH..... **£24,995**



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## MK2



**1963, £4,995.** 3.4 manual with o/d. Fully restored body shell. New front and rear suspension. Just needs final shaping and a re spray. Engine turns by hand. Most components present. Chessington. 07931 360396 (SN)

## MK2 2.4



**1967, £15,950 ono.** Manual in amazing 1+ condition. Old English white with navy blue interior. and wire wheels, one of the last before the 240. The car has had £20k spent on it in recent years including interior refurb and all bodywork inc quality respray. chrome is good some pin holes in chrome handles 2 good ones to replace included. Everything works except the time clock. The engine is all good, normal oil pressure again with lots of work done in recent years to keep it singing. All receipts, MoTs and Tax discs to 1992. New mot without advisories. A great investment. Cumbria. 01539 724291

## MK4S FOR RESTORATION



**£Price negotiable.** 2 complete 3.5lt. Jaguar Mk4's for restoration. Rust free, matching numbers. ex. South Africa. Also donor chassis, body & a mountain of spares. [kdkprops@gmail.com](mailto:kdkprops@gmail.com). +27828800513 (MC)

## S-TYPE



**1968, £6,950.** 3.4 M.O.D., gunmetal grey, Webasto sunroof, s/steel exhaust, electronic ignition, new tyres, good looking solid car, MoTd, some work required. No time wasters please. Staffs. 07923 538861

## S-TYPE



**1999, £450 ono.** Good condition but some scratches to bumpers and a couple of mechanical faults. Would suit a car restoration enthusiast or to break for parts. MoT until January 2016. Essex. 07778 354483 (SN)

## S-TYPE 3.0 V6

**1999, £800 ono.** Beautiful car to drive, British racing green, light grey leather, sat nav, cruise, sport mode, CD and all electric's, MoTd until end of Jan 2016 and taxed. Sale due to job loss. Angus Tayside. 01356 630308 (SN)

## SOVEREIGN



**1984, 89,000 miles, £4,750.** 5.3 litre H.E. MoT July 2016, owned for 15 years. West Midlands. 01922 632539 (SN)

## SOVEREIGN 3.6



**1988, 49,800 miles, £2,300 ono.** Auto, dark blue, cream leather interior. With service history and old MoT certificates. 11 months MoT. Very good condition. Two previous owners. West Yorkshire. 07930 419004 (PB)

## SOVEREIGN 4.0 AUTO XJ40



**1994, £2,250.** MoT May 2016. Lovely condition. SORN every winter. Garaged. Very well maintained. Body excellent. Alloys good. Wax oiled, bonnet, boot, wings. Same owner 2004. Cheshire. 01513 552905 (PB)

## SS 2.5 LITRE COUPE



**1937, £35,995 Or near offer.** Ream with green leather interior. Although repainted some years ago this car is very solid and original. New headlining, new tyres, new stainless steel exhaust and runs very well. The green leather interior is in lovely original condition, as can be seen in photographs by linking to <https://jaguarsr.shutterstock.com/> The car is superb to use as is, advertised at this price. If it does not sell, I shall invest more money into improvements but with an amended price. Sadly, a previous owner has mislaid the history file, however I have been onto Jaguar Heritage with Body, Engine and Chassis numbers and it all checks out. Lincolnshire. 01507 533760

## X300



**1995, 88,000 miles, £3,500.** 4 litre Sovereign. A much loved low mileage luxury car in very nice condition (becoming a scarcity). Colour topaz. Full service record book. MOT (no advisories), 4000 miles on new goodyear tyres. Low Classic car insurance. Dorset. 01202 477027 (HP)

## XF PREMIUM LUXURY V6 AUTO

**26,000 miles, £12,000.** First registration 11/10/08, 12 months MoT. Superb luxury car. Essex. 01621 892524 (SN)

## XJ



**88,000 miles, £3,999.** V8. X308 sovereign LWB Automatic, Full leather electric seats, sunroof, alloys, c/locking 88k, 12 service stamps by Chiltern Bovingdon Jaguar + bills. Part exchange welcome, credit or debit cards accepted. 07545 703474 or 02380 766870 (HP)

## XJ 40 4.0 MAJESTIC

**1993, 75,000 miles, £1,500.** Black, automatic, well looked after. All original paintwork, no rust. Private reg. V.G.C. MoT April 2016. Selling due to lack of use. Herefordshire. 01432 278845 (RB)

## XJ SOVEREIGN V8 AUTO



**1999, 108,200 miles, £1500 ono.** Blue with being leather seats. Front seat just showing signs of wear but no rips. Usual extras, ABS, climate control, cruise control, electric front seats, remote central locking, 2 keys and fobs. MoT end November but can put 12 month if wanted. Only 500 miles since last MoT. No rust. Great car to drive. Warwickshire. 07761 058717 (RB)

## XJ12



**1973, £11,995ono.** Rare opportunity to own this unique and iconic Jaguar XJ12 Series 1 SWB. The car has been lovingly restored back to its original and very beautiful condition. Old English White, with Black Vinyl Roof and contrasting red leather interior-the exact specification some 42 years ago. New MoT and road Tax exempt!! Hertfordshire. 01763 288386 (daytime) or 07749 253901 (HP)

## XJ12 HE AUTO



**1982, 51,360 miles, £2,195 ono.** FSH. 4 door saloon. Blue with tanned leather interior. Full documented history and every MoT since new and piles of paperwork and bills with original wallets and booklets. Dry stored. With fresh fuel and a good battery the car will start and drive onto your trailer. Lancashire. 07966 683739 (HP)

## XJ40



**1995, £1,500.** Somerset. 01823 663804 (HP)

## XJ6



**1996, 75,000 miles, £3,000.** Turquoise, cream leather. Cherished my car for past 18 years. Excellent, drives as new. 3 keys, always kept in heated garage. XJS chrome wheels. Reluctant sale. Original condition. Tyne & Wear. 0191 340 0898 / 07443 986502 (RB)

## XJ6



**1992, 47,000 miles, £1,999.** 4.0 Auto. 8 service stamps. Also Jaguar S-Type SEAuto E, Leather seats, A/C, S/History. One keeper. Part exchange welcome, credit or debit cards accepted. 07545 703474 or 02380 766870 (HP)

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**1976 Triumph 2500TC MK2 Estate**, Brooklands Green with Black Vinyl interior, 4 speed with overdrive shows 64000 miles runs well 4 owners with some old mot's and invoices. **£4,995**



**1951 Triumph Renown 2088cc** This Razoredge car is in Grey Metallic with red Leather Seats, Service and Ownership History **£775**



**Honda Civic 1.5 LSI Automatic**, 1995/M, 49549 Miles, MOT 26/06/2016, 3 Owners, 17 Honda Services with Receipts, Last service @ 48375 Jun 2015, Electric Tilt and Slide Sunroof, Air Conditioning, Electric Windows, Radio/Cassette



**1982 Nissan/Datsun Cherry 1.3GL 5 Speed gearbox**. Red with unmarked tan cloth interior, this car has done 26,000 miles and is 1 owner with lots of bills old Mot's and every tax disc since the car was new in 1982 **£4,995**



**1993 Fiat Cinquecento 900cc**. Blue Metallic with red and grey striped cloth seats. 4 Owners, 71,000 miles with original hand book pack and lots of invoices for work done over the years. In lovely condition and drives very well. **£2495**



**1973 Morris 2200 4Door**. Dark Blue with Dark Blue Vinyl trim, 41,000 miles 2 owners from new with original hand book and service book with 4 service stamps. In very good condition throughout and drives well. **£4,995**



**1979 Peugeot 104 ZL 4 speed manual** and has had 2 owners from new. Orange with contrasting Brown cloth seats, runs very well and in very good condition. original service book. **£2,995**



**1990 Isuzu Impulse 1800cc Left Hand Drive 5 speed manual**. Red Metallic with red and grey striped cloth seats. Shows 58,000 miles, fitted with Lotus handling Kit radio Cassette, Power Steering. A very rare car. **£3,995**



**2000X Vauxhall Tigra 1.4 Coupe**. Green Metallic with Green Check interior. The car has covered 93,000 miles with Service History, 7 stamps to 84,600. Fitted Alloy Wheels, Electric Windows, Central Locking and Radio Cassette. **£1,695**



**2002 Toyota Celica 1.8vrti**. Blue Metallic with Leather Seats, 82,000 miles with service bills to cover, old Mot,s, Alloy Wheels, Radio Cassette/CD, Air Conditioning, Electric Windows sunroof and Mirrors. Price includes cherished number. **£2,995**



**2002 Ford Puma 1.7 16v**. Silver/ Grey Cloth Trim. 75,000 miles 2 Owners from new with Service History, Alloy Wheels, Radio Cassette/CD Electric Windows and Mirrors, Power Steering, these cars must be a future classic in the making ! **£4,995**



**1972 Vauxhall Victor 1800cc FE 4 Door Manual** Finished in Blue with Blue Vinyl Seats, 62,000 miles, MOT, 2 owners. Tax Disc **£4000**



**1979 Vauxhall Cavalier 1600GL 4 Door**, Blue with Blue Velour seats, MOT, 101,000 miles Tax Disc, service and Handbook Pack. **£3495**



**1967 FSO 125P 1481cc 4Door Estate** In Red with Black Vinyl Seats MOT ,Radio, Service Bills and Handbooks. **£2995**



**1984 Vauxhall Chevette (A36WNN) 1250cc Automatic** in Green with Green Cloth seats, Radio, MOT, 29,000 miles, 2 Owners Handbook Pack. **£2995**



**1983 Vauxhall Astra 1.6SR 3Door** in Red with Grey Recaro Seats, Alloy Wheels, Sunroof, MOT 58,000 miles 2 Owners **£7500**



**2000W Miccrocar Virgo SE 505cc** Red Metallic with Grey Clth trim "240" Miles From New with Current MOT **£4000**



**1966 Vauxhall Victor FC101 Super** Grey with Red Vinyl Bench seats MOT 60,000 miles Floor Gearchange 2 Owners, Immaculate **£5995**



**1947 Standard 1009cc** Grey with Tan Cloth Seats, 41,000 miles, Sunroof, Quarterlights, 20 owners in Good Condition **£5000**



**1981 Vauxhall Viceroy 2500cc Automatic**, Silver with Red Velour Seats, PAS, 2 Owners 1 of 14 on the Road Today 81,000 miles **£3495**



**1968 Triumph 1300 4 Door** in Blue with Tan Vinyl Seats MOT 30,000 miles Tax Disc, handbook/Service book Pack. **£3495**

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## XJ6



**1992, 48,000 miles, £1,395.** 4.0 automatic, looks runs and drives amazing. Covered less than 1000 miles in last 5 years. Very clean example, little effort could be a show car! 12 months MoT and full service history. Merseyside. 07541 536764 (HP)

## XJ6 SPORT



**1996, £2,495.** 3.2 litre, sea frost metallic and grey leather. Mine for 4 years, kept in fine condition. 11 months MoT, all usual refinements. The best XJ6 Jag ever made, great engine, gearbox, car looks and drives lovely. Wiltshire. 07901 710129 (SN)

## XJ6 X300



**1997, 128,000 miles, £1,795 ono.** Executive 3.2 LPG. Dual fuel, 4-door saloon. MoT. 24.08.2016. Metallic blue exterior with light grey leather interior. Electric windows, electric mirrors and electric seat height adjustment. Power. Digital air conditioning. 16" alloy wheels with full size spare. Remote central locking alarm with total closure. Tilt/slide telescopic steering wheel. Yorkshire. 07979 222442 (HP)

## XJ8



**1997, 87,400 miles, £1,650 ono.** In good condition. Genuine miles, new steel lined engine at 23,000 miles in January 2000. New timing chain tensioners and brakes all round, just had new battery, oil and filter change and new air filter, handbrake adjusted and passed its MoT on 2/9/15. May consider my car plus cash as P/X against other classics or maybe an Alfa GT or Brera. Lancashire. 07702 197512 (HP)

## XJ8 3.2 V8

**1997, 75,000 miles, £1,395 ono.** Mistral blue, cream leather, full MoT, tensioners, water pump done, new headlining, new tyres, beautiful car lovely drive. Herts. 01442 849527

## XJ8



**1997, 51,362 miles, £3,200.** Seafrost silver. Beige leather. Full Guy Salmon service history. New engine 1800 recon. Auto box. A1 condition inside and out. A/c, p/steering, alarm. Drives like new. MoT Feb 2016. First serious buyer will buy. Surrey. 07984 469856 (PB)

## XJ8



**1997, £2,750 ono.** Prins VSI gas conversion (certificated). Runs beautifully on petrol or half price gas. Sapphire blue ivory leather. Great condition for year. New MoT, no advisories. Surrey. 07714 456895 (HP)

## XJR



**100,000 miles, £3,995.** 4ltr straight 6 f.s.h, very rare immaculate totally refurbished, new cats awesome performance reducing collection. 07980 337050 (SN)

## XJR 4.2



**87,000 miles, £8,750.** Supercharged. Silver. Full Jaguar Service History to 78k. only covered 9k in 3 years. Sepang 20 inch split rim wheels New front brake discs + pads at 84k, subtle performance upgrades incl. MJJ stainless rear exhausts upgraded Powerhouse supercharger pulley. maple grey wood trim black leather upholstery. Derbyshire. 07548 272145 (SN)

## XJRS 6 LITRE

**1991, £6,250 ono.** Converted to manual, tubular manifolds, full roll cage, side exhausts, modified water rails, Speedling wheels, quad headlights. Make nice race car or back to road car. Black, very good tyres. Hertfordshire. 07711 366011 (RB)

## XJS

**1983, 54,000 miles, £3,750.** HE auto, V12, off road since 1988, 12 months MoT, original. red in colour, in good condition. Birmingham. 07875 740064 (SN)

## XJS



**1991, 43, 973 miles, £2,000.** V12 HE Sports automatic. Good running engine and gear box with no issues for Jaguar enthusiast to do up the body work. This car is a worthy investment as this model is becoming rare and getting expensive as the V12 XJS is probably the only affordable 12 cylinder mass production car left to buy. Ideal for Kit car conversion or Donner car. Viewings are welcome. 07831 672855 / 020 8571 5823 (HP)

## XJS



**1991, 68,000 miles, £5,999.** 4.0 Coupe, automatic 68k c/locking, 2 key, service record last service at 67k, service / stamps, old MoT and bills, handbook. Part exchange welcome, credit or debit cards accepted. 07545 703474 or 02380 766870 (HP)

## XJS 3.6 COUPE



**1988, 118,900 miles, £4,000 ono.** Solent blue. Runs very well. Looks excellent. MoT till June 2016. New battery. Overall good condition. To discuss in detail please phone. Somerset. 01275 853668 (PB)

## XJS 5.3



**1988, £POA.** Breaking, convertible - complete car, good engine and gearbox, can be heard running. Good set of 4 alloy lattice wheels (8j x 16). Electric hood mechanism in working condition, electric windows, tool kit & radio etc. 01273 418878 (SN)

## XJS

**1989, £Offers.** 3.6. Many new body panels and resprayed 5 years ago. No rust but slight micro blistering. Front brake seized. Engine and box all good but will start but cuts out. Just old fuel I think. Well worth a look. With some work could be a great car. Oxfordshire. 07764 935280 (RB)

## XJS COUPE



**1992, 104,300 miles, £5,750.** During my ownership, I have had a new relay fitted, a complete replacement ABS unit, and the new MP3 / CD player fitted. The oil and filter will be changed before it is sold. Kept in a dry garage. British Racing Green and biscuit leather inside. The car sits well (low and wide). It feels luxurious with plenty of space (except the small rear seats) and is really comfortable. Wiltshire. 07799 360565 (HP)

## XJS V12

**1990, 101,000 miles, £2,200.** Bordeaux red sports coupe. Automatic. 11 months' MoT. Drives nicely. Loads of service history. Factory green (service) document case. Factory repair manual. 4 Pirelli tyres. Private plate (XJ) inc. Lincolnshire. 01472 358596 / 07788 611788 (RB)

## XJS V12 5.3 LITRE AUTOMATIC



**1987, 73,800 miles.** Arctic blue metallic, grey leather. Full service history, one owner for 20 years, electric glass tilt & slide factory sunroof. Fully functional air conditioning, all jaguar bookbags / service booklets in green jaguar wallet. Unused full size spare wheel with original cover with tool kit, jack etc Original clarion radio with fully functional electric aerial, new genuine jaguar radiator, totally solid without any corrosion. 12 months MoT with no advisory information. (T). 01328 43976 (MC)

## XJSC V12



**1986, £5,950.** Cabriolet. British Racing Green, presentable bodywork with reasonable interior, hood recently refurbished, wax oiled panels, now quite rare, one owner for past 9 years, too old to enjoy. Hampshire. 023 9255 0809

## XK8 COUPE

**1996, 100,500 miles, £4,750 Ono.** New MoT Oct 2016, private plate, good service history, Antigua blue with cream leather, very good all round condition. Chains & tensioners done. JEC member, owned 4 years. Bristol. 07881 817372 (SN)

## XK8 COUPE



**1997, 39,000 miles, £7,100 Or near offer.** In very good original condition, Carnival Red Paint with excellent condition ivory Leather interior. The car has a full service history and a Jaguar Heritage Certificate and is a rust free example. The car has had recent service work undertaken (I will talk or email you through the details) also any work done has been with genuine Jaguar parts only! I am happy to discuss the car with you please call Jon. 01903 742212 (MC)

## XKR



**2008, 38,000 miles, £23,975, Delivery and P/X possible.** SSS Jaguars are pleased to offer this Exceptional XKR with a Full Jaguar service history, last at 34,800 Presented in Metallic Anthracite with full black leather trim, the car is in excellent condition, has a long MoT and drives very well. (T). 01622 844608 or 07768 883858 (MC)

## XKR



**92,000 miles, £8,750.** Sapphire blue with a blue hood and full cashmere leather. The car has had only 3 former keepers and has an excellent service record comprising of 14 stamps in the book last at 89613 miles. Both the exterior and interior are in well above average condition and the car has a high specification including cruise control, heated electric seats and a cd changer. I have done over 300 miles in this car, it runs well and is a pleasure to drive. Delivery and part exchange possible. (T). 01622 844608 (MC)

## JEEP

## CHEROKEE



**1995, 81,000 miles, £500 or sensible offer.** 4.0-litre automatic, has been off-road so not a pristine Luxury 4x4, a/c doesn't work, dash/lights don't work (probably the switch is faulty, spare provided if you want), quite clean and drives well, with a little TLC would make a great working estate, but ideal as an off road fun car, engine and transmission still good, no significant rust, MoT to January. Kent. 01634 238978 (SN)

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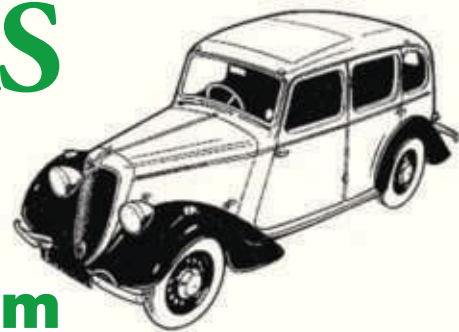
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54 plate, 3 door, in black with alloy wheels,  
CD player **£1,950**



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history, very tidy car **£3950**



**1929 JOWETT LONG FOUR** Tourer, Maroon,  
Four Wheel Brakes, Past Concours Winner  
at Many Events. **£26,000**



**1998 MG F 1.8 VV C** sports in green,  
cambelt and head gasket been done, very  
good runner **£1,495**



**1934 JOWETT KESTREL** Blue/Black,  
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## LANCIA

### BETA COUPE 1979 1.3

**£350 ono.** Twin cam-for restoration. S.yorkshire. 01302 719464 (SN)

## LAND ROVER

### DISCOVERY



**1995, £1,650 ono.** Pick-up. Full MoT. 300 TDi. Updated springs. Ring for more info. Worcestershire. 07811 681316 (PB)

### MINERVA



**1952, 18,000 miles, £7,995.** Ex Belgian army, rust free, many new parts, fitted brakes, tyres, clutch, flywheel, lights, shock absorbers, oil seals. Some part parts pioneer parts. Tax free. Kent. 020 8464 8965 (SN)

### SERIES 3

**1981, £3,500.** LWB, truck cab. Diesel. 12 months MoT. FWH, new tyres, new shockers, wax oiled. Good starter, good runner, good body. Blackpool. Lancashire. 01253 723863 or 07859 092740 (RB)

### SERIES 3 DIESEL



**1978, £POA.** Reg TEE 402T. Full MoT, galvanised chassis, engine overhaul, rewired, free wheel hubs, overdrive, new swivel hubs, new seats, clutch kit, bulk head rebuilt, full set of chassis up rebuild photos on request. [northernmicroplant@gmail.com](mailto:northernmicroplant@gmail.com). Manchester. 01616 886008 or 07749 866756

### SERIES IIA 109

**1968, £1,250 ono.** Lwb Harvey Frost crane front winch gbox driven, need tlc. Powys. 01497 821400

## LOTUS

### ELAN SE TURBO



**1991, 65,811 miles, £5,250 ono.** Good condition throughout, fully documented history. S/S exhaust, v. good tyres new MoT, Lotus W/ shop manual, drives well, genuine car. Norfolk. 01953 457447 (SN)

### LOTUS 6 SPECIAL



**1956, £POA.** 'Lotus' sports, total rebuild. Aluminium bodywork, side valve, Aquaplane 'Burgess' exhaust system, Bellamy wheels, etc. Unique. Glamorgan. 029 2132 8200 (RB)

## MAZDA

### 323F GXI

**1999, 22,000 miles, £1,695 ono.** 5 door, 1600cc, in white, a/c and sunroof, nice quality trim, MoT May, in outstanding condition, like a new vehicle. Northumberland. 07594 662090

### EUNOS MX-5

**1991, £1,150 ono.** MoT till March new tyres, recent brake pads and discs, recent shockers, new hood, face off Sony CD, classic insurance £95, good condition, no rust. West Yorkshire. 07944 817319 / 01924 489883 (SN)

### MX-5



**1991, £850 ovno.** Essex. 07773 452879 (RB)

### MX-5 ROADSTER



**1998, £2,500 ono.** MoT April 2016, electric windows, biscuit interior leather, Bose radio, vgc, lady owner, wooden steering wheel & gear change, lovely car. Berkshire. 01344 429753 or 07890 667743

## MERCEDES-BENZ

### MERCEDES-BENZ WANTED URGENTLY

**Any Mercedes-Benz wanted.** Especially Mercedes Sports, any year, any condition whatsoever, we pay more than anyone, distance no object. 07836 250222. Swanley (T). Kent. 01322 669081 (GD)

### 123 300D ESTATE



**1984, £3,500.** Light grey. 12 months MoT. Good engine, manual 4 speed transmission. Blue cloth interior. Much of suspension and brakes are newly replaced. Clean body and underside. Economical, good history, third owner. Dorset. 01963 210579 (RB)

### 190E



**1991, 97,000 miles, £2,075.** Full service history. MoT until June 2016. Petrol. 5 speed manual. Blue interior, electric 4x windows and sunroof. Radio/cassette and CD. Present owner 12 years. Cheshire. 01270 627761 (PB)

### 190E

**1988, 134,000 miles, £1,750.** Rare manual version. Extensive service history. Metallic bronze. Very good condition. No modifications. 12 months MoT. Somerset. 01823 664828 (RB)

### 190E

**1989, 143,000 miles, £1,999.** 2.0 Auto. Arctic white, grey interior, all original bodywork, C/L Pas Zender spoiler dealer fitted, 27 service stamps, MoT November, outstanding condition, reluctant sale. Cheshire. 07738 291727

### 200 W124



**1988, 102,000 miles, £1,495.** Manual saloon. Willow green, dark green M. B. Tex interior (superb). One owner since 1989. FSH, slight paint issue to boot lid. MoT. Rare model. Bargain. Cheshire. 01516 390149 (RB)

### 230 CE



**1983, 146,000 miles, £3,500 ono.** MoT May 2016. Auto. White body and chrome. Good service history last 5 years. Sun roof. Alloys. Undersealed. Runs superb for year. Private plate not included in price/sale. Lancashire. 01254 820685 (PB)

### 260E W124



**1990, £2,900 ono.** New MoT - no advisories, recent service and check, new tyres and battery, excellent car. 07817 999117 (SN)

### 280 SL

**1983, £8,000 ono.** Convertible. Good condition. Hard top and soft top nearly new, no tears. Selling due to ill health. Cambridgeshire. 01954 210416 (after 6 please) (RB)

### 300SE



**1986, 95,180 miles, £1,500 ono.** Blue, beige cloth interior. Car is in overall good condition. Excellent mechanical order with a few rust bits here and there. MoT until 20/06/2016. Reluctant sale. Scotland. 01463 233745 (PB)

### 350 SL

**1973, 110,000 miles, £10,000 ONO.** Automatic, blue metallic / blue leather, 3499 ccpetrol, hard and soft top, MoT to 09/07/2016. Fully restored. 02079 237003 / 07950 811150 (SN)

### 350 SL



**1978, £11,950.** Convertible, MoT VGC. Brown, Tan leather. 1 owner last ten years. Brentwood. 01277 374824 (SN)

### CLK 230 KOMPRESSOR

**£1,995.** Mercedes CLK 230 Kompressor Sport Coupe. Met silver, auto, leather interior. Good condition throughout. Drives superbly. Reg. No. J5 KWR May split. Tyne & Wear. 07885 187076 (RB)

### E280



**£2,295.** Petrol auto met silver / light grey leather, only 69K with history one lady owner last 11yrs, immaculate original condition, new tyres and recent MoT must be seen. 01652 678417 (SN)

### W123 300D



**1984, £1,750 ono.** Estate, light grey, good engine, manual transmission, blue cloth interior, economical, good history, needs some repairs after storage, clean underbody, welding work done, neat fully working rear suspension, light project. Dorset. 01963 210579

## STAR CARS



## GOLF E 1.4

**92,000 miles, £1,395.**

1 owner fro new! 2016 MoT (zero advisories). PAS. ABS. Spare key. Beautiful black metallic with unmarked black interior. Manual windows and mirrors. Boot protector. Unused spare wheel and tools. Tape player stereo. An absolute pleasure to drive! Tight and handles like new! Must be seen! Possibly the best available at this price! Ideal family car or for first time driver.

**01132 059340 / 07890 196126, Leeds.**

02/F

# BEAULIEU GARAGE

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## 1937 MG SA DHC By TICKFORD

Restored by the marques leading restorer Peter Ratcliffe of SVW at a cost of some £56,000. Featured in MG Enthusiast magazine. Finished in Coffee and Cream with oatmeal leather and dark Chocolate-brown mohair hood. A rare chance to acquire one of MG's finest 4 seater drophead coupes.  
**£85,000**



## 1957 MGA 1500 ROADSTER

Thumbing through the extensive history file reveals that much of the bodywork and engine were restored in the early 90's, photographs show the car with the body off and down to the bare chassis. Finished in Old English White with red leather upholstery and fitted with chrome wire wheels. Body and panel fit are superb.  
**£34,995**



## 1954 MG TF 1500

This rare original UK supplied RHD example is the 19th from the last of the TF's produced. From the large history file we can see that this car has been cosseted over the years and the Heritage Certificate shows it is still in colours as it left the factory, BRG & green hide interior, fitted with wire wheels and black mohair weather equipment. A fine example of the most desirable of all the TF's  
**£29,995**



## 1966 MG 1100 SALOON

A wonderful find as this car has had only one family owner throughout its 49 year life. During that time it has completed only 51,000 miles and whilst it has not been completely restored we can see from the history file that it has been well looked after with any work needed being done including a recent engine rebuild. Finished in Light blue over white with complimenting light blue interior. These 1960's saloons are becoming very scarce.  
**£6,500**



## 1954 TRIUMPH TR2

This small mouth TR2 is an increasingly rare car and is fitted with Factory Overdrive and is fitted with period steel wheels. A chassis up restoration over 6 years has resulted in the fine quality car we offer today, demonstrated by a nicely detailed engine bay. Finished in quintessentially British colours of British Racing Green with tan leather interior.  
**£36,000**



## 1953 MG TD

The subject of a full restoration by Indy Car champion and restorer Vel Parnelli Jones to a very high standard. Finished in Wimbledon White with Burgundy Connolly hide interior.  
**£35,995**



## 1966 AUSTIN HEALEY 3000 MK3 PHASE2 BJB

This original right hand drive car has been the subject of a ground up restoration by its owner over a period of some time. Finished in OEW with black leather interior and fitted with a black mohair soft top, 72 spoke chrome wire wheels, high speed starter and alloy fuel tank. The car presents very well and the engine bay is nicely detailed.  
**£59,995**



## 1964 MGB ROADSTER

This early pull handle example has been restored to a high standard and displays excellent panel fit and door gaps, an extensive photographic record indicates the level of work carried out in addition to the invoices of around £21,000. Finished in Factory black with red leather with black piping interior and fitted with wire wheels.  
**£22,500**



## 1964 PEUGEOT 404 CABRIOLET

This very rare Pininfarina bodied 404 with the fuel injected engine came to the UK from Sweden. Finished in Glacier white with black interior and black cloth hood. This fabulous four seat Grand Tourer is no slouch on the open roads and is a true delight to drive. Not only rare but beautiful.  
**£45,000**

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## MG

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### F/TF

**£395.** Hard top, solar red, as new, cream headlining. MG original not after market. Brackets included. Also included alloy luggage rack with rubber feet. No offers thank you. Durham. 01833 640008 (RB)

### METRO



**1985, £3,995.** Targa red. sunroof, low mileage, history from new, super condition. Worcs. 01562 515070

### MGA ROADSTER



**1958, £24,000.** Excellent all round condition. Electronic ignition, new hood and carpets, rebuilt front suspension, new wiring loom, 5 speed gearbox, complete brake overhaul, new radiator, electric fan. Super classic icon. Devon. 01404 841317 (RB)

### MG



**1978, £3,700.** MoT March 2016. In black. Never been welded. Good runner, good tyres. Red upholstery with black piping. Wood effect dash. Reg. no. MGB 565 included. Central Scotland. Lanarkshire. 01555 840524 (evenings) (RB)

### MGB GT



**1968, £8,500 ono.** Beautiful example for year. Taxed and tested. Paperwork for all new parts, i.e. door panels, carpets, too many to list. Unfortunately ill health forces sale. Avon. 0117 937 3598 (RB)

### MGB GT

**1976, £2,200.** Colour yellow, 11 months MoT. Full length sun roof. Overdrive, good all round condition. Essex. 01621 817743

### MGB GT

**1974, £1,200 ono.** Restoration project. One of the last genuine chrome bumpers. Some work has been done, sills, etc. Most panels and parts with it. Good winter project. Cambridgeshire. 07982 854837 (RB)

### MGB GT



**1974, £7,950.** Factory V8. Leather interior, full history, chrome bumpers, the car starts and moves and is mechanically very good. Bodywork requires renovation. Exciting project. Lancashire. 07980 336922 (SN)

### MGB GT



**1979, £950.** Original with striped seats. No MoT. Garaged 3 years. Make good starter project. Prospective house move, so selling. Bucks. 07795 170765 (PB)

### MGB GT

**1967, £3,975.** Rare Mk I older resto. Black interior/red piping. O.D. box. Paint needs tlc. Tested Nov 15. 2 excellent door shells inc. Loads new parts fitted. Consider Moggy/Mini in px. Staffordshire. 07999 486141 (RB)

### MGB GT



**1973, £1,500 ono.** For restoration, dry stored, not been on road for a few years, easy restoration, loads of history, engine turns over not run, chrome bumpers, Rostyles etc, trailer away (on Sorn). West Midlands. 01384 866636

### MGB GT



**1972, £5,000 ono.** Auto. MoT April 2016. Many new parts. Phone for details. Only used for shows. Staffordshire. 01543 673286 (PB)

### MGB GT



**£3,750 ono.** Family owned 25 years. Full bare metal re spray after new sills, doors and rear wings etc. New clutch and engine bearings. Ron Hopkinson handling kit and lead-free head. Some spares. Over £8k spent. Full DVLA history. MGB register. Also Autec 2 tons hydraulic lift sits under car. As new. £750. Oxon. 01235 225060 (SN)

### MGB GT

**1977, £850 ono.** Primrose Yellow, wire wheels, webasto sun roof, overdrive, tints, requires some restoration, excellent interior trim, replacement low mileage engine and gear box, no MoT, needs some bodywork and recommissioning. North Yorkshire. 01765 677178 / 07729 356029 (SN)

### MGB GT JUBILEE

**1975, 72,000 miles, £3,200 ono.** Full MoT, green, stainless steel exhaust, Jubilee wheels, cylinder head valves done for unleaded. New battery, new alternator, distributor, brake shoes, pads, stone chipped front and rear, original, rust free. Cheshire. 01625 524044

### MGB ROADSTER



**1964, 15,000 miles, £Offers around £8,250.** Overdrive. 1998 Full rebuild - body, engine gearbox electric's etc. Maintained by MG mechanic. MOT to July 2016. Bereavement forces sale. VGC. West Midlands. 07946 448462 (SN)

### MGB ROADSTER



**1977, £4,800.** Bright yellow, fully restored manual with overdrive. Excellent condition, new clutch, exhaust, roof, alloy wheels and tyres, chrome bumpers. Drives and looks great. MoT. Herts. 01707 650384 (SN)

### MGB ROADSTER



**1969, £9,500.** MK II overdrive, fully rebuilt, new seats, hood, dry weather use only, polished engine bay. Warwickshire. 01926 857339

### MGB ROADSTER



**1970, 84,500 miles, £7,900.** British racing green. MoT Oct 2016. No advisories. Walnut dash and steering wheel. Wind deflector. New carpets and door cards. Drives great. Some history. Dorset. 07522 605587 (PB)

### MGF



**1998, 153,000 miles, £1,400.** Blue/black interior, 2 previous owners, fsh, very good condition for year, MoT April 2016, used as second car, space now needed, CD, cambelt replaced. Surrey. 020 8657 3786

### MGF



**1997, £895.** British Racing Green. Lot of history. Very clean car. MoT March. Drives very good. Been garaged. Derbyshire. 01283 337625 (RB)

### MGF 135

**£1,795.** 2004. Good condition, grey, head gasket changed, MoT until July 2015, Taxed until Dec. Derbyshire. 01283 337625 (MC)

### MIDGET



**1968, £6,000.** Mk3 1275cc, Immaculate conditioned engine, lead free, axle carbs starter all reconditioned, new dynamo, water pump, battery, electronic ignition, stainless steel exhaust and rack, Kenlow fan, works hard top and soft top. Complete restored, years MoT. Essex. 07958 553003 / 01708 456595 (SN)

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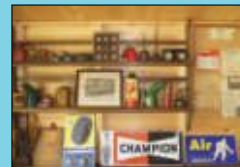
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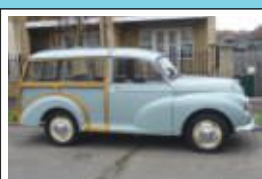
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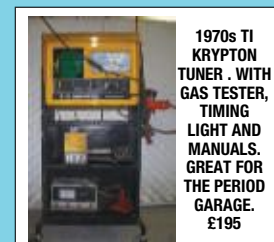
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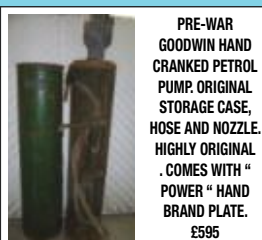
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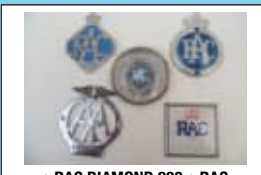
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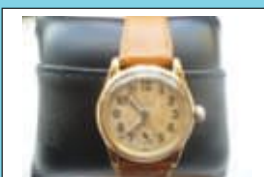
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## MIDGET

**1975, 63,081 miles, £2,000.** 1500cc. Rubber bumper. Owned from 3 months old. Solid body. Tundra, tan interior, good condition. Fabric hood. Reliable, good runner. Garaged. MoT to Sept 2016. Cheshire. 07903 069970 (RB)

## MIDGET

**£POA.** Good, driving, with MoT. Body and paint condition crucial. Prefer 1275 RWA. Prefer local but might travel. N. Ireland. Co. Down. 028 4461 2738 (RB)

## MIDGET 1275CC



**1969, £7,250.** Last of the 'traditional' GAN-4 Series Midgets. Recent fully documented restoration with all new/reconditioned parts to original specification. Unleaded head, electronic ignition. Full tonneau cover, wire wheels. Concours contender. Sheffield. 0114 230 1023 (SN)

## MIDGET 1500



**1978, 88,000 miles, £2,750 ono.** Condition 2. Bright Vermillion Red. 12 months MoT. 30 years service history. Great fun to drive, a reluctant sale. Gloucestershire. 07796 767478 (SN)

## MIDGET MK3



**1974, 94,000 miles, £3,750.** Bronze respray. Full and half tonneaux. Head rests. New hood, engine rockers and shaft, battery etc. Noisy 1st gear. New MoT. Tax exempt. Cornwall. 01579 370158 (PB)

## MINI

### 1275 MAYFAIR



**1994, 78,000 miles, £3,000.** Sound body and engine. Comes with additional refurbished set of Minilite alloys. Excellent condition. Monochrome leather seats. MoT August 2016. Sussex. 07961 048429 (SN)

## 35



**60,000 miles, £5,500.** In stunning condition, totally original interior, Limited Edition 35, driven frequently, good runner, MoT till August 2016, excellent condition. West Yorkshire. 07896 070053

## CLUBMAN



**1979, £5,200.** MoT 09/01/2016. 600 miles since complete restoration. Too much to list. Call for full details. Kent. 020 8306 3033 (PB)

## COOPER



**1998, £3,750 ono.** Mpi on a cat d but only minor boot damage MoT,d till May next year good body work for the yr tyres wheels very good needs head lining cleaning couple of minor jobs seats and interior very good too, new dash in carbon drives just like a mini. hasey18@live.co.uk (MC)

## COOPER 1275



**1991, 47,000 miles, £4,000.** Black with white top. MoT 06/16. Cobra red leather interior with walnut dash. Stainless steel exhaust, alloy wheels. Clean inside and out, many new parts fitted. Essex. 07974 308876 (SN)

## COOPER 1275



**1998, 58,700 miles, £4,950.** Year's MoT, Nitfire red, white roof, full chrome pack, very original inside and out, leather/cloth seats, walnut dash, alarm, immobiliser, very good condition. Essex. 01255 818084

## COOPER 1300



**1975, 64,000 miles, £POA.** Built in Belgium and imported to UK in 1983, rebuilt by Downton Engineering, price on application. Chassis no 566964. Leicestershire. 07811 430516

## COOPER S WORKS



**72,000 miles, £7,995 ONO.** (90BHP) NUMBER 007 of last 50 SWorks produced inc HAND SIGNED validation plaque by JOHN COOPER himself. Anthracite/Silver, leather interior, FSH, MoT Jun'16, Just serviced. Baby forces sale. Hereford. 07901 674392

## COOPER SPORTSPACK



**1998, £4,950.** Rare surf blue. Full front end rebuild and respray. Long MoT. Full leather interior. Looks stunning. Walnut dash and door caps. Dry stored for last 5 years. West Midlands. 07817 029177 (PB)

## JOHN COOPER SPORT



**1999, 95,500 miles, £5,000 ono.** 1 year MoT. Lady owner. Regularly serviced. 4 new tyres. Full MoT and service history. Sun roof. new clutch. Kent. 01732 844593 (PB)

## MAYFAIR



**1993, £3,995.** Mechanic maintained. Just fitted brand new engine 1293cc stage 3. MoT. A little tidying on body work required. Good solid car. Lancashire. 07763 909322 (PB)

## MAYFAIR



**1986, £3,450.** White, black folding roof, MoT to November 10th 2016, recent restoration includes engine carbs, bushes, respray, looks and drives almost like new, to view and be impressed call. Herts. 01923 681596

## MAYFAIR



**1989, £2,200.** 998, stage 1 kit, runs well, new clutch. Hi-Lo's with KYB dampers. Rollbar, New door cards, furnishings & carpet. Body good condition, except bubbling on A panels & around lower windscreen. No MoT. Cambridge. 07870 628837 (SN)

## MAYFAIR 1275



**1995, 28,750 miles, £4,250 ono.** Automatic. Owned by my mother since 1999, now stopped driving. Generally very good condition. MoT expires in November. Hitchin. 07986 472935 (SN)

## MAYFAIR AUTO



**1985, 28,000 miles, £2,750 ono.** Targa red, 1 year's MoT, with full service history with all MoT certificates from new, great car. Berkshire. 07932 527953 or 01628 829441

## MAYFAIR AUTOMATIC

**1993, 18,300 miles, £5,500.** Rover Mayfair Auto 1275cc, RHD, 3 proud owners. Flame red, 11 months MoT, dry stored. Cover, excellent original condition. Features include: Stereo, pristine interior, Mini-lites wheels and original manuals. Guaranteed head turner. East Sussex. 07787 554614 (SN)

## MINI

**46,349 miles, £3,000.** One previous owner. Heritage certificate and original buff log book. Requires complete restoration and various parts missing. Requires viewing to make your own decision. 07969 318761

## MINI



**1969, 46,000 miles, £6,500.** Rare automatic. Lovingly maintained and restored for past 27 years. Wonderful condition for its age. Over 85% original. MoT till August 2016. Phone for more details and photographs. Swansea. 01792 233682 (PB)

## MINI



**1986, £7,000.** British racing green Mini, MoT for twelve months, great condition, complete re spray. New sub frame radio and electric's, runs well and lovely looking. Hampshire. 07909 924262 (SN)

## MINI 30 ANNIVERSARY



**95,000 miles, £3,750.** 1959-1989 998cc. Half leather, Minilite alloys. Full MoT. Sunroof. Always garaged. Original showroom brochure. Somerset. 07935 869902 (RB)

## MINI 30 AUTOMATIC

**1990, 45,000 miles, £1,995 ono.** 998cc. Original black leather interior. Mini Lite wheels. Tracker system 5 years. Colour burgundy. Dry stored since 2009. Rust on drivers door and near offside headlamp. Hertfordshire. 07711 633914 (PB)

## MINI 40



**1999, 69,000 miles, £4,995 ono.** Red. 2 owners, 4 and 12 years. With all MoTs. Good tyres. 6 months MoT. Reliable. Needs very slight tlc. Cardiff. 029 2069 3628 (PB)

## MINI AUTOMATIC



**1988, 39,000 miles, £3,000 offers.** Long MoT, history, sound car, running well, details and photos available. Bedfordshire. 01234 213871



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**CREAM LEATHER, FSH,**  
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**1996 JAGUAR XJS 4.0 L.H.D**  
 Stunning, Arriving November.  
 Celebration Model, 63,000 miles,  
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**1973 JAGUAR E TYPE 2+2**  
**L.H.D**  
 NEW MOT, JUST HAD FULL  
 SERVICE, CHROME ALL GOOD,  
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 TO DO,  
**£29,850**



**2005 BENTLEY GT,**  
 FINISHED in Tempest Grey, with  
 Red Leather, full service history,  
 Mulliner wheels  
**£25,750**



**1994 JAGUAR XJS 6.0 V12**  
**LHD,**  
 STUNNING CONDITION, IN  
 WHITE WITH CREAM HOOD  
**£12850**



**1997. MERCEDES SL280.**  
 This is in lovely condition, no rust  
 whatsoever and alloys in great  
 shape. Interior like new, very rare  
 rear seat option, glass hardtop, full  
 service history. This car is a real  
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 Only 17,000 miles, only 580 built,  
 like new, never been touched,  
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## MINI COLLECTION

**Various, £Offers.** (4). 1969 850, 1971 998, 1971 998, 1991 998, I have 2, white 1 blue and 1 red. the 1971 white needs body work. Suffolk. 01728 724205

## MINI COOPER MK II



**1968, £7,000 ono.** Ideal winter project. Standing since 2001. Correct numbers. Heritage certificate. Herefordshire. 07702 933547 (RB)

## MINI COOPER SPORT



**1999, £3,995.** British racing green. Cooper decals. In outstanding condition. Fully serviced by mechanic owner. Recent tyres, exhaust, MoT. Ring for more info, can deliver. Lancashire. 07927 423040 (PB)

## MINI PICKUP



**£5,000.** Has been converted from Clubman by a body shop & is a pickup on V5C. 1275 engine. Must be seen. I'm selling my collection. 01728 724205 (SN)

## MINI PICKUP

**1972, £6,400.** Been in our family for years. All new floors, sills, etc. done over 10 years ago. Been dry stored, just needs putting back together. Oxfordshire. 07761 863654 (RB)

## MINI SPRITE 1275



**41,750 miles, £4,499 ONO.** Prev mother and daughter owned, MOT, FSH inc all Rover Docs, bills for £7,450, must sell bought Cooper S, amazing condition any insp. Kent. 07528 793837 (SN)

## MINIVAN

**1972, £5,600.** Copytosethere. Oxfordshire. 07761 863654 (RB)

## ROVER CHECKMATE



**1990, 62,665 miles, £4,500.** BRG. 1306cc. Bare shell rebuild. 4 new tyres, electric ignition, immobiliser. Fully waxoiled. Sun roof. Loads new parts. Bills available. Worcestershire. 01684 291492 (RB)

## ROVER JET BLACK MINI



**1988, £3,995.** Limited Edition, very rare, MoT till end of January 2016. Original Mileage with Documented Bills To £3,000 for Refurbishment. Very good condition serviced & tuned recently. East Sussex. 07711 149816 (SN)

## ROVER MINI '30' ANNIVERSARY

**1959 / 1989, £3,295.** 'G-reg' 998 cc, 95k, halfleather, Minilite alloys, MoT Jan, sunroof, always garaged. 07935 869902. Somerset (SN)

## ROVER MINI MAYFAIR

**1995, 55375 miles, £7,995 ONO.** Green / cream roof / tan leather upholstery, 1275 cc, petrol, MoT to 09/07/2016. Fully restored. 02079 237003 / 07950 811150 (SN)

## SILVER EQUINOX



**1996, 47,000 miles, £3,750 ono.** Limited edition only 250 made, very good condition, MoT April 2016, recent service, some service history, some restoration done 4 years ago, new battery, Sorn. Essex. 07538 885985

## SPRITE



**1994, 52,300 miles, £3,995 ono.** Unmolested, excellent interior, body in good condition. Mechanically sound, brilliant engine and MoT'd til June 2016. Previous lady owner for 17 years. Any inspection or trial welcome. Derby. 07762 741581 (SN)

## THREE MINIS FOR SALE

**£Offers.** 1990 Mini 998 Studio 2, 1996 1275 Equinox very rare and a 1979 1275 GT owned for 15 years. 02088 412017 / 07746 921761 (SN)

## Z CARS MINI



**2012, 1,118 miles, £10,995.**

Honda VTEC 20k engine, Z Cars front and rear subframes, suspension and rollcage, big brakes, Cobra seats, MoT April 2016. Fife. 07885 808985

## MITSUBISHI

## PAJERO

**1992, £1,500 ono.** 2.5 diesel, 4 wheel drive, long MoT, no advisories, recent clutch, new exhaust, new brake hoses, waxoiled, excellent condition throughout. Staffordshire. 07544 766128

## SHOGUN GLS

**1998, 89,668 miles, £1,995 ono.** 5 reg, lwb 2.8 TD, MoT expires 26-04-2016, good tyres, good reliable engine and gearbox, starts first time. Berkshire. 07922 105429

## SHOGUN GLS 2.8 TD

**1998, 89,500 miles, £1,950 ono.** Lwb, green/gold. MoT April 2016. Good tyres, tow bar and battery. Very reliable, clean, slight rusty patch under bonnet. Berkshire. 07922 105429 (RB)

## MORGAN

## SS TRIKE



**21,000 miles, £POA.** And +4 Centenary edition, fully rebuilt to award winning concours standard by Morgan 'Guru' Chris Booth (as on BBC TV). Ordered new by me with every possible extra. FSH. Both are Concours d' Elegance winners and sold as a pair for a special price or will split. Sussex. 01273 622722 / 07890 836734 (SN)

## MORRIS

## 1000 TRAVELLER



**1971, £4,950.** All panels straight, no rust, original interior, superb runner, starts on the button, would like Stag or TR6. Somerset. 07876 202123

## 1100



**1966, £2,950 ovno.** Photographic details of recent restoration. MoT August 2016. Very reliable. Good investment, better than money in bank. Any trial. West Norfolk. Norfolk. 01328 701479 / 07767 708933 (RB)

## MAJOR



**1932, £12,000.** Lovely car. Co Louth. 00353 42 9351981 or 00353 85 1133314

## MINOR

**1966, £999.** Two door saloon 1275cc engine, five speed Ford gearbox, front wheel disc brakes, servo and much more. Last ran 2000 when rolling body restoration abandoned mid job. Needs body completing and mechanicals re-commissioned. Surrey. 01276 671351 / 07840 365440 (SN)

## MINOR



**1956, £2,995.** Split screen with up-dates, including disc brakes, telescopic shocks etc. Reconditioned engine and gearbox. Lots of money spent, very sound. Ring for full details. MoT and tax exempt, but has both. Essex. 01255 674188 (PB)

## MINOR



**1970, £3,250 ono.** Two door saloon. Powder blue with blue interior. One family owned twenty-plus years. Immaculate bodywork and interior. Tested and free tax. Any trial. Lancashire. 07763 916474 / 01253 500216 (RB)

## MINOR



**1968, £2,300.** 4 door saloon, 6 months MoT, electronic ignition, use daily, very reliable, good condition. Lots of history. West Sussex. 07850 867393 (SN)

## MINOR

**1962, £3,700.** Black, 2 door, average condition, 12 months MoT. Cambridgeshire. 01733 370901 (SN)

## MINOR 1000

**1968, £950.** 4 door saloon, historic vehicle no tax, green, white roof, starts and drives. Shropshire. 07792 576340

## MINOR 1000



**1967, £2,200 ono.** MoT. 2-door. Starts, runs, drives. Everything works. Northumberland. 07722 373182 (RB)

## MINOR 1000



**1967, £5,000 ono.** Excellent restored condition. Extensive work done to complete body restoration. Engine, brakes mod. Suspension, interior carpets, seats exc. New tyres, battery. Too many parts to list. History, documents list. West Midlands. 01215 593951 (RB)

## MINOR 1000



**1962, £3,100.** Extensive restoration in 2003, costing £2500. Numerous extras. Electronic ignition, fuel pump, heated rear window, halogen headlights, anti-roll bar, variable speed wipers, hazard warning lights, 12 months MoT. No advisories. Conwy Borough. 01492 549121 (RB)

## MINOR 1000 TRAVELLER



**1964, £4,950.** Professional conversion by Morris Minor Services Malvern. Rebuild & auto conversion cost 12K. MoT May 2016. Large history file. Lancashire. 07938 911928 (SN)

## MINOR CONVERTIBLE

**1968, £6,000.** Snowberry white, quality hood and frame, rear seat belts, brake servo, unleaded cylinder head, very good condition. Yorkshire. 01423 865152 (RB)

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 <p><b>1987 D JAGUAR XJ-SC V12 AUTO 5.3 TWR</b> Auto Sports, BLUE, 73000 Miles, Cabriolet Convertible, Been Stored For 15 Years, In Metallic Blue With Blue Leather Trim, Alloy Wheels, Long MOT, Very Good Condition. <b>£8,999</b></p>	 <p><b>RANGE ROVER VOGUE EFI</b> <b>AUTOMATIC 1990</b> Electric Leather seats, sunroof alloys, side step <b>£6,995</b></p>	 <p><b>JAGUAR XJS 4.0 COUPE 1991,</b> Automatic 68,000 miles, electric leather seats. 2 key S/History <b>£5,999</b></p>
 <p><b>1996 D BUICK ELECTRA ESTATE WAGON</b> <b>5000CC</b> Auto 5 Door Estate, YELLOW, Reg UK 1/4/1996, Manufactured 1987, LHD Fitted Factory 7 Seats, <b>£5,999</b></p>	 <p><b>FORD CAPRI LASER 2.0 1984</b> Automatic, 78,000 mils, Old MOT, Alloy black and red Recaro seats <b>£4,999</b></p>	 <p><b>JAGUAR V8 XJS 4.0 SOVEREIGN</b> <b>AUTOMATIC 1997</b> 88,000miles, Electric leather seats, Alloys, S/History <b>£3,799</b></p>
 <p><b>TRIUMPH DOLOMITE 1500CC HL</b> 4 door automatic, 88,000 miles, lots of old mot and bills 1980, <b>£3,499</b></p>	 <p><b>BMW Z3</b> Silver Convertible, Manual, Red Leather <b>£2,699</b></p>	 <p><b>2002 52 SAAB GRIFFIN AUTO ESTATE</b> SILVER, 52 Plate, Automatic, Electric Sunroof, Alloy Wheels, Comes With Service History And Old MOTs, A New MOT. <b>£2,499</b></p>

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 <p><b>Morris Minor 1000 (1968) - Full restoration just completed. Colour - Maroon B. As new.</b> <b>Price - £12,500.00.</b></p>	 <p><b>BMW E24 M635 CSi (1987) - Manual gearbox. Black leather interior. Stunning vehicle. Stored for 10 years. Full MOT.</b> <b>Price - £29,750.00.</b></p>

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 <p><b>1969 FORD CORTINA   MILEAGE: 35000   PRICE: £7995</b> FORD CORTINA 1600E IN STUNNING SILVER FOX. SPOTLESS UNMARKED TRIM. JUST HAD RECON BACK AXLE. NEW BRAKES ETC. DRIVES SUPERB, DETAILED ENGINE BAY, A SUPERB CAR THROUGH OUT, NOT A CONCOURS CAR BUT NOT CONCOURS MONEY, MORE DETAILS PLEASE CALL.</p>	 <p><b>1973 TRIUMPH 2.5 TC   MILEAGE: 53000   PRICE: £ 6795</b> TRIUMPH 2.5 TC AUTO WITH PAS. FINISHED IN STUNNING DAMASK RED, THIS STUNNING AND VERY HIGHLY ORIGINAL CAR DRIVES AND LOOKS SUPERB, FITTED WITH ALLOYS, MORE DETAILS LATER</p>
 <p><b>1969 TRIUMPH VITESSE   MILEAGE: 10000   PRICE: £5000</b> TRIUMPH VITESSE CONVERTIBLE 4SPEED OVER DRIVE. FINISHED IN STUNNING PRIMROSE YELLOW, RESTORED BY JIGSAW. PHOTOGRAPHIC EVIDENCE, OF THIS OLDER RESTORATION, NOT A SHOW OR TRAILER QUEEN, BUT A SUPERB CAR THAT DRIVES AND SOUNDS SUPERB.</p>	 <p><b>1979 TRIUMPH SPITFIRE   MILEAGE: 50000   PRICE: £8995</b> SIMPLY STUNNING SPITFIRE 1500 FINISHED IN PAGEANT BLUE WITH BLACK TRIM. THE CAR IS BODY COLOUR UNDERSIDE. THIS CAR AS HAD A COMPLETE NUT AND BOLT REBUILD, AND IS STILL STUNNING TODAY, REALLY NEEDS TO BE SEEN TO APPRECIATE HOW GOOD THIS CAR IS, THE PRICE IS FIRM.</p>
 <p><b>1969 TRIUMPH HERALD   MILEAGE: 10000   PRICE: £6995</b> TRIUMPH HERALD CONVERTIBLE 13/60 FINISHED IN STUNNING ROYAL BLUE. WITH ALL NEW BLACK TRIM, OVER 18K OF INVOICES AND RECEIPTS SPENT BY PREVIOUS OWNER, PANEL GAPS SUPERB, AS IS THE BODY, PHOTOS DO NOT DO THE CAR JUSTICE. THE PRICE IS FIRM, AS CAN NOT REPLACE THESE CARS IN THIS CONDITION AT THIS PRICE.</p>	 <p><b>1970 TRIUMPH HERALD   MILEAGE: 000000   PRICE: £7495</b> TRIUMPH HERALD 13/60 VITESSE LOOKALIKE. JUST HAD NEW GEARBOX FITTED WITH OVER DRIVE, NEW MOHAIK SOFT TOP, MINI LITE ALLOYS, MANY OTHER EXTRAS FITTED, A SUPERB CAR JUST ARRIVED, FOR MORE DETAILS PLEASE ENQUIRE</p>

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## MINOR CONVERTIBLE



**1959, £5,250 ovno.** Converted to soft top C2004 - comprehensive file, lots of pics and receipt. White, red hood, MoT free - but had just passed one with no advisories. ring for more details. Leicestershire. 07519 749953 (SN)

## MINOR TRAVELLER



**1968, £3,500.** 2 new wings re-sprayed, some new wood, new cross member, new boxing sections, new fuel pump, new brake shoes. As good as new car. Dorset. 01202 522682 (SN)

## OXFORD ESTATE

**1958, £5,000.** Brakes overhauled, good oil pressure, tow bar, very original rare estate, MoT tax exempt, reluctant sale, ready to use, cheap motoring. Oxfordshire. 01865 874534

## OXFORD M.O.



**1953, £2,750 ono.** Needs T.L.C. Grey. Solid base for a nice car. Very original. No MoT. Belts, tax, needed. Lincolnshire. 01205 870067 (RB)

## TRAVELLER



**1969, £5,250.** 1275cc, 5 speed, servo, alternator Tolobar recent master cylinder, clutch and professional repair to sills, body and wood all sound, 100% reliable, MoT September 2016, mine since 2009. Cumbria. 01768 840414

## NISSAN

### SUNNY 1.4 LX

**1994, £750.** 5 door. One change of owner. Very sound and original. Power steering, electric roof, all working. Very reliable, excellent inside and out. Essex. 01702 556879 (RB)

## OPEL

### MANTA A



**1972, £8,000.** Good car all over. Ireland. 07746 885679 or 042 9351981

## PEUGEOT

### 205CJ



**1991, £1,295 ono.** Convertible. 1.4 petrol. Manual. Metallic blue. GTI seats. Alloys. Very tidy car. Been in dry storage for a couple of years, but was MoT'd in 2014. Might consider older classic in part ex. Cornwall. 01566 248213 (SN)

### PEUGEOT

**£Offers.** W reg. 3 door, hatchback, spares or repair. Somerset. 07971 222992 (SN)

## PLYMOUTH

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**1949, £4,950 Offers invited.** Fantastic original patina, just imported from Colorado Springs. Flathead 6 engine starts easily and sounds strong. Good manual gearbox. New brakes. Lights all work. Scruffy interior. Scruffy exterior but solid in all the right places. Crack in drivers windscreen. Yorkshire. 07940 976805 (JP)

## PONTIAC

### GRAND PRIX



**1969, £16,500.** Designed by DeLorean which got Car Life Magazine's 1969 Award. Renovated, V8, auto, Rally II wheels, new tyres, Tax free, MoT until April 2016. Ask for more info and photos. Denbighshire. 07801 989467

### V8

**1975, £1,500 ono.** 6 ltr engine with 400 turbo, 3 speed, auto gearbox, engine needs overhaul. Norfolk. 07708 616138

## PORSCHE

### 944

**1987, £2,995 ovno.** Auto, decent condition, white body, oxblood pinstripe trim, fsh, MoTs, services etc, belts by German specialists done, fantastic 2.5 tourer, will get you anywhere in style and comfort. Essex. 01375 374460

### 944 COUPE

**1984, 110,000 miles, £500.** Complete car, Blue, MoT ran out 21/10/15 Good engine, needs new home for winter. Reg YJ18944. Essex. 01255 556589

## RANGE ROVER

### 25E 4.5 AUTO



**1993/94, 86,334 miles, £8,000 ono.** Leather seats, walnut dash sunroof, automatic, taxed, MoT'd. British racing green. From new original hubs, new exhaust, air bag, back window. Herts. 07971 005737 / 01279 722777 (SN)

### CLASSIC

**1991, £3,900 ono.** 1 year's MoT with service history, 1 owner, completely original, all factory parts and extras, air con, leather, electric pack, no tow bar, is as it left the factory. Kent. 07951 852452

## RANGE ROVER

**1979, £1,200 ono.** 2 door classic, white, 3.5l carb, rolling shell with axles, engine, log book, bumpers, all parts for 2 door their glass etc, will need 4 door donor possibly. Kent. 07951 852452

## RELIANT

### CLASSIC CARS FOR SALE

**£1,250 inc.** spares. Reliant Scimitar GTE SE6, Ford 3 litre V6, manual, overdrive, Wolftrace alloys. dark green, beige interior. 1978 "S" registration. less than 50000 miles, checks with all previous MoT certificates. good engine, oil pressure, excellent overdrive. lots of spares included. some interior damage, easy fix, and minor service items required for new MoT. otherwise very good, hence offered for spares / repair, or project. call for more details if required. 01737 769887

### SCIMITAR COUPE SE4

**£POA.** With the straight six engine fitted. Cash waiting. Worcestershire. 01562 752870 (RB)

### SCIMITAR GTE SE6

**£1,250.** Ford 3 litre V6, manual, overdrive, Wolftrace alloys. dark green, beige interior. 1978 "S" registration. less than 50000 miles, checks with all previous MoT certificates. good engine, oil pressure, excellent overdrive. lots of spares included. some interior damage, easy fix, and minor service items required for new MoT. otherwise very good, hence offered for spares / repair, or project. call for more details if required. Inc spares. Surrey. 01737 769887 (SN)

## RENAULT

### 21 MK 1 TURBO

**1984, £Offers.** 6 rear boot spoilers, including nuts - good threads. Good condition. Cheshire. 01614 260253 (RB)

### ESPACE



**1987, 170,000 miles, £2,500.** Series 1, the original MPV, now very rare, MoT February 2016, many new parts (ex 'Practical Classics' project car), solid condition, excellent runner. S Yorkshire. 0114 236 1124

## FUEGO



**1983, 5,300 miles, £4,500 ono.** Turbo, you can't find a better one than this. Looks and drives like new, sun roof, electric windows, central locking, air con, radio cassette, alloy wheels, stunning car. Berks. 0118 981 1793

## TRAFIC



**1987, £5500.** Camper, auto, sleeper. Petrol 170cc. MoT Sept 2016. Ready to go. Phone for details. Nottinghamshire. 07711 063385 (RB)

## RILEY

### MONACO

**1932, £offers in the region of £4,500.** Engine complete and Riley Kestrel engine complete plus 5 refurbished wheels plus lots more. Inverness. 01528 544307

### RMA CONVERTIBLE 1.5 LITRE

**1951, £18,850 ono.** This is a unique car that has been restored to a high standard with immaculate solid bodywork with beautiful paintwork in green/cream, the interior is in cream leather with carpets to match the interior. This car drives good and is a real eye catcher everywhere it goes, Tax/MoT free, low cost insurance. Inverness. 01528 544307 (SN)

## ROLLS-ROYCE

### SILVER SHADOW II



**1978, £7950 ovno.** Lovely looking, best colour! Gorgeous wide white walls, low miles since last MoT. Used monthly. Taxed, insured. Elderly RREC member. New oil, filters. Smooth drive. Large history, all handbooks. Photos available. Lancashire. 0161 620 3323 / 07749 051411 (RB)

## STAR CARS



## MERCEDES 300 SL AUTO

**1998, 130,000 miles, £9,000.**

Soft and hardtop, finished in light cream, lovely condition, stainless exhaust. Winner 2005 Mercedes car show. She only comes out when the sun shines. Health forces sale.

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**1999, £4,000.**

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**YEAR:** 1996 **MILEAGE:** 58,666 **PRICE:** £74,995

**B**y 1993 the Rolls-Royce Silver Spirit-based Brooklands was the only non-turbocharged model in Bentley's range. In 1996 it was duly endowed with forced induction, spelling the end of naturally-aspirated Bentleys and setting a precedent for the direction of the brand.

From this point onwards, Bentley's move towards the upper echelons of performance and excess was kicked into overdrive. By the '90s, Bentley was producing more than just badge-engineered Rolls-Royces – even if they still appeared that way to the untrained eye. The modern interpretation of the near 80-year old marque was now one synonymous with luxury and speed.

The Continental R was introduced in 1991, replacing the ageing T-series model that was essentially a continuation of a mid Sixties design. The new car was based almost entirely on the Turbo R, sharing its platform and turbo V8 engine, albeit with a rakish new two-door body. The range would eventually extend to include the drophead Azure and limited edition Continental S, before Bentley's pursuit of performance and exclusivity culminated with the introduction of the Continental T in 1996.

The T was Bentley's flagship gentleman's express. Compared to its R sibling, the Continental T had its steel monocoque shortened by four inches, its 6.75-litre V8 caressed to produce an extra 40bhp (up to 400bhp) and its wheelarches flared rather garishly to accommodate huge 285-section tyres. This was a Bentley that put thunderous performance first.

In the metal, the Continental T is utterly imposing. Even with four inches taken out of its wheelbase, it's an unashamedly large slab of car that weighs just over two-and-a-half tonnes and does nothing to disguise it. Supersize proportions aside, this T is not an ugly car and has obviously been fastidiously cared for over the past decade. In fact, this example's silver paintwork is as full of lustre as you'd expect and the coachbuilt bodywork is in excellent contention, save for a couple of parking-related dings and grazes, with one resultant bubble on the offside lower wing.

Opening the vault-like driver's door reveals a typically sumptuous and opulent cabin awash with grey leather, '90s gadgets and trademark machine-turned aluminium trim.

The latter was revived for an appearance on this model having first featured on pre-war vehicles – whether or not such vast swathes of the material are a tasteful addition is entirely down to personal taste. Both front seats are electrically adjustable in all directions meaning a perfect driving position is easily found, while the electrically-adjusted steering wheel handily reverts to its highest setting when the driver's door is opened to ease entry and egress. The seats are suitably huge, stupendously comfortable and only show slight signs of age.

Starting the car with the bright red button doesn't seem to affect interior noise levels much; a very distant, deep-chested rumble is the only giveaway. Regardless, such a large engine moving its eight pistons around is impossible to ignore – somehow you are always conscious of the monster that sits just

the other side of the bulkhead, even at near-silent idle.

Letting the brakes off for the first time reveals a usefully eager 'creep', perfect for dawdling up to junctions and manoeuvres at low speeds. A quarter-throttle lope up to normal road speed gives a taster of what 590 lbf.ft of torque from just 2000rpm feels like – gathering speed is an eerily simple process. When driven with such a light touch, this Bentley is civilised, easy to manage and utterly relaxing. On paper, cornering such a large and heavy vehicle should be an intimidating and unpleasant experience, but in reality the Continental T proves rather good fun in the bends. Turn in on an average B-road left-hander reveals an impressive resistance to body roll, quickly followed by the reassuring feeling of the 285-section Pirelli P Zero tyres finding colossal amounts of grip.

The Continental T is both completely absurd and utterly gratuitous – but it could be argued that such excess is its *raison d'être*. At £220,313 new in 1996, the car sold at over twice the average price for a house in the UK. Would a customer of such a vehicle expect anything less than complete and utter indulgence? This example may look costly, but really it represents decent value for the right customer – a comprehensive service history and recent five-figure bills mean it's ready to enjoy should you want to experience a slice of how sheikhs, footballers and City bank managers liked their motoring in the mid 1990s.

**James Howe**



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**1964 Jaguar MKII 3.4 Manual with Overdrive.** Low ownership, original specifications, original colours and very original. Stunning paintwork, excellent mechanically, ideal for regular use. .... **£32,995**



**1958 AC Ace.** Genuine Ace finished in its original colour of Dragonfly Blue. Recently MOT tested, fully serviced and in excellent usable condition. Nicely aged paintwork and interior, very collectable..... **£195,000**



**1930 Morris Minor Saloon.** Well documented history, older restoration in fabulous condition both inside and out. Very rare car, thousands spent and recently part of a Derbyshire collection. .... **£11,995**



**AC COBRA REPLICA** with Ford 351ci V8 engine and manual gearbox. Excellent spec and just two owners and 7,000 miles from new. South Africa build and brought to the UK by most recent owner in 1999 ..... **£24,995**



**1958 Jaguar XK150 3.4 Roadster** in Indigo Blue with Grey leather trim, Dark Blue hood and CWW. Subject of two year rebuild costing £125,000. Matching engine and chassis numbers, 5 speed gearbox and running in miles since..... **£139,995**



**1967 Fiat 500 RHD,** highly modified and retro look. Brand new 650cc engine, Abarth drive coupling blocks, discs all round, steering rack conversion, new gearbox, new wiring loom etc. Only a few thousand miles since full rebuild, very quick and great fun..... **£12,995**



**1933 Austin 12/4 Harley.** Excellent to drive, very usable, reliable and in delightful condition with excellent paintwork, bodywork and interior. Original registration mark, very correct and presented in top class order with detailed engine bay. .... **£13,995**



**1939 Chrysler Royal Saloon.** Wonderful, large and impressive original RHD car that has spent the past few years in Latvia's Riga Motor Museum. Currently going through our workshops for MOT preparation prior to UK registration. .... **£22,995**



**1974 Jaguar E-Type V12 Roadster.** UK car, genuine 58k miles and finished in BRG with Biscuit trim and chrome wire wheels. Outstanding bodywork, paint, interior and hood, superb mechanically. Top class car..... **£99,995**



**1975 Triumph TR6.** 125bhp and excellent to drive. Strong engine, gearbox and handles superbly. Over 60k miles since rebuild so perfect for regular use. Proven reliability. . . .... **£17,995**



**1960 Mercedes Benz 190 Ponton.** A very honest, usable car that has never needed a full rebuild. Rare original UK RHD car, not many left like this..... **£15,995**



**1971 MGB GT.** Rally prepared with full roll cage, brand new Ivor Searle engine, Minilight wheels and thousands of pounds worth of brand new parts. .... **£6,995**



**1991 Ferrari Testarossa.** 33k miles, 12 service stamps, £18k of invoices, finished in Rosso Corsa with Nero 8500 hide and Nero Carpets. Top class example, cambelts, engine out service in January. .... **£134,995**



**1978 VW Camper.** £16,000 of expenditure since 2008 and in excellent order throughout. RHD Walk through Devon Conversion, 8000 miles in 2014 and alone and very usable. .... **£20,995**



**1954 MG TF 1250.** Finished in O.E.W with Black leather and chrome wire wheels. Genuine UK car with 5 speed manual gearbox. Ideal long distance tourer, lovely aged paintwork and driving superbly ..... **£26,995**



**1949 Ford F3 Pickup Truck.** Subject of three year rebuild from 1997 to 2000. Just one owner from 1997 who has spent thousands restoring the truck to a first class condition. Very usable, regularly on the show circuit and probably the best in the UK, ..... **£24,995**



**1955 MG Magnette ZA.** MGB 1800cc engine, 5 speed gearbox, brake servo, Koni shocks, the best driving ZA we've had. Original number, original interior, buff logbook, original colour of Island Green. .... **£14,995**



**1958 Jaguar MKI 2.4 Manual with Overdrive.** Stunning example subject of extensive body and engine rebuild. BRG with lovely original Tan leather. Driven to us from Jersey. .... **£29,995**



**1985 Mercedes Benz 280SL.** Very smart original example. Covered 74000 from new. A great all year round classic which offers excellent reliability and performance ..... **£14,995**

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**1952 MG TD.** Stunning example worthy of winning local shows. Gleaming Red paint, superb Black leather, excellent chrome and beautifully detailed engine bay. Restored to a high standard .....**£32,995**



**1968 MGC Roadster.** Mineral Blue with Dark Blue leather and chrome wire wheels. One family owned for around 30 years and receipts with the car totalling almost £30k. Excellent car with history, provenance. Overdrive, stunning paint, a superb buy. ....**£26,995**



**1961 Austin Healey 3000 MKI.** UK car, under 50 miles since long term major rebuild. Unbelievable spec with brand new chassis, aluminium wings, doors, boot and bonnet, full engine rebuild with Denis Welch oil pump and timing chain, piper fastroad camshaft, all sump, Tulip straight cut gear set **£79,995**



**1971 MG Midget.** Superb driving, useable example that has recently had a full re-paint to a very high standard. Interior treated to re-trimmed seats and very smartly presented throughout with new chrome. Supplied with full 12 months.....**£6,995**



**2007 Jaguar XKR 4.2 Supercharged.** 52,000 miles from new with exceptional full Jaguar main dealer history. Excellent condition inside and out, comes with Jaguar warranty. Very quick, superb to driver.. .....**£21,995**



**1973 MGB GT V8.** By far the very best we have seen. Full nut and bolt, Heritage Shell rebuild just completed, £41K spent. Show standard car with uprated suspension, brakes, various modifications and Stage 2 V8 engine. Teal Blue, painted body colour underside and Black leather. ....**£36,995**



**1986 Austin Mini Mayfair.** This lovely automatic example has covered an astonishing 20,000 miles from new. Gleaming metallic gold paintwork with complementing brown velour interior, .....**£5,995**



**1973 Triumph TR6 PI.** Outstanding bodywork, exceptional panel gaps, lovely Dark Blue paintwork with Tan upholstery. Used for long distance touring and very correct. 150BHP UK car that is running perfectly. Excellent car all round. ....**£22,995**



**1968 Lotus Elan + 2.** Subject of a body off restoration which included a new galvanised chassis. A useable and reliable car which is fantastic fun on the road.....**£19,995**



**1968 Triumph TR5 PI.** Genuine UK car that was shipped to Sweden new as special export. Stunning car that was driven to us from Teeside and was subject of a major rebuild many years ago. Very usable car and nicely aged .....**£37,500**



**1950 Rover 75 Cyclops.** Ultra rare, very early square dial model. 39K miles, low ownership and hugely original. Lovely older paintwork, excellent solid original body and totally original interior. A real time warp and hard to repeat. ....**£14,995**



**1977 MGB Roadster.** Unbelievable find with just 6500 genuine miles from new. Stunning original car, stunning original body, gleaming paint and exceptional upholstery. ....**£12,995**



**1965 Jaguar S-Type.** A very smart 3.8 manual with overdrive. Retains a high level of originality and has had just summer months use since 2001. Complete with its original tool kit.. .....**£29,995**



**1951 Sunbeam 90 Talbot.** One family owned for 55 years. Very original car with Black paintwork, Red upholstery (partly re-trimmed) and excellent to drive. Very honest car, .....**£8,995**



**1923 Ford Model T 4 Seat Tourer.** Very large, imposing and impressive. Many years featuring in 'Concours d'Elegance' events in Germany. A real museum piece that is also on the button and useable. Rare four seater Torpedo body, wonderful...**£26,995**



**1968 Morris Minor Traveller** finished in O.E.W with Black trim. Genuine mileage of 49750 and excellent to drive. Nicely aged, excellent woodwork and strong mechanically.....**£11,995**



**1961 Jaguar MKIX 3.8 Automatic.** A true time warp. 49000 miles and history from new. The car has spent almost its whole life in East Yorks and is presented in beautiful original order. Desirable reclining front seats, rebuilt power steering and lovely bodywork and paint.....**£27,995**



**1970 Jaguar E-Type Series II 4.2 Roadster.** UK car, matching numbers, original colours and registration mark. 1500 miles since major rebuild 20 years ago, further £20k spent late 2015 taking car to a top class standard. Hard top included, ....**£89,995**



**1953 MG TD.** Old English White with new Green leather and brand new weather equipment. Recent restoration with some nice upgrades to include 5 speed gearbox. One of the best driving TD's we had. ....**£29,995**



**1974 Triumph TR6 PI.** UK car, fuel injection, buff logbook and original colours of Mimosa Yellow with Black trim. Stunning engine bay, superb useable car with exceptional paint and sharp interior. Hard top and mohair hood. ....**£24,995**



**1933 Sunbeam 25 Pillarless Coupe.** Rare, desirable, wonderful to drive and in lovely useable condition. Original number, extensive history, recent major engine work and stunning older paint and beautifully aged leather. Only 2 other known worldwide with this body.....**£46,995**



**1997 AC Cobra by AK Sportscars.** The nicest cobra replica we have ever come across. Drives like a dream and sounds magnificent.....**£37,995**



**1931 Hillman Wizard DHC.** The only one known in the UK, super rare, a true collector's piece. Nicely presented, older restoration that's perfectly usable. Large, imposing, and super 15.7HP engine. ....**£22,995**



**1964 MGB Roadster.** Desirable pull handle model finished in BRG with Black leather, painted wire wheels and hard top. Very useable example with excellent paintwork and bodywork and recent mechanical re-commissioning. ....**£12,995**

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## SILVER SHADOW MK1



**1968, £10,000.** Rare Chippendale made, long MoT, all original body, runs well and ex engine, good oil pressure, been in the USA 36 years, celeb owner, top half needs respray, no text or withheld numbers. Leicestershire. 07757 200330

## SILVER SPIRIT



**£10,500.** 12 months MoT. Serviced regularly with R.R.Dealer. White with magnolia upholstery piped with burgundy. 01803 400668 (SN)

## SILVER SPIRIT

**1986, £10,500.** Full 12 Months MoT. Serviced by a Rolls Royce Dealer. White with Magnolia Upholstery piped with Burgundy. Includes Cocktail Cabinet. Devon. 01803 400668 (SN)

## SILVER WRAITH II



**1977, 60,000 miles, £6,995 ovno.** Honey gold coachwork. Brown leather interior. Good condition. 10 months MoT. Tyne And Wear. 07870 935344 (PB)

## ROVER

### 416 6SI

**1991, £0offers.** Last chance to save rare classic from scrap yard. Back over grey, grey leather, walnut trim, non-runner, camshaft? All electric's including sunroof. Original bill of sale, brochures etc. Bodywork okay. Angus. 01356 630308 (SN)

## 820S



**1999, 44,321 miles, £2,250 ono.** Gold fastback, service history, immaculate condition inside and out. Mechanically sound, MoT till 14.6.16 Manual, Beige interior, two owners, condition one, always garaged only used in summer, highly maintained. Kent. 07833 353409 (SN)

## 827 LIMOUSINE



**1997, 59,100 miles, £2,950.** 8 seater, ex film company, 2.5 litre petrol, black, grey leather interior, full MoT, private plate, automatic, very good condition, tinted glass. Essex. 07774 420364

## COUPE



**1996, 42,000 miles, £700.** This car is in need of some tlc. It drives like new. True miles on the clock. Two owners from new. 5 speed manual. All Honda made car, not an import. T bar roof (no leaks). Cheshire. 01613 681385 (RB)

## METRO 1.1

**1990, Only 4,500 from new miles, £2,995.** Lavender. All old MoTs. As new condition. A must for the true collector. What a Blue Chip investment. Better value than Isas. Call me now. Based in Rhondda valleys. Glamorgan. 01443 439775 or 07855 762336 (RB)

## P4 100

**1962, 42,807 miles, £7,500.** Green. Full length Webasto sunroof. Mint condition inside and out. Reg ASJ 623. Workshop manual and drivers handbook. Original tool tray and tools. Full years MoT. West Lothian. 01506 655335 (PB)

## P6



**1972, 83,000 miles, £3,500.** V8, 3500cc saloon, automatic, white with black vinyl roof, vgc, 8 months MoT, black leather seats, garaged, four almost new tyres, new battery fitted in Fe 2014 with 4 year warranty. West Sussex. 01243 605286

## P6



**1971, £5,950.** Red with brand new Webasto roof. Auto. Drives really well. Very good condition. Paint very presentable but not perfect. Much money spent. Recent brake overhaul. Tax exempt. MoT till June 2017. May p/x. Johnathanknight@Family.co.uk. 01473 621766 (PB)

## P6 2200TC

**1975, £0offers.** Abandoned project due to other purchase. Base unit solid. Complete car. Engine and gear box currently out but available. Some new spares included. Please call for complete list. West Midlands. 07803 181871 (SN)

## SD1 VANDEN PLAS

**1985, 76,000 miles, £500.** Automatic, for spares or possible restoration project following unused and left outside for 10 years, Zircon blue with grey interior, seized engine, rusty sun roof & bonnet. London. 07811 404082

## SAAB

### 9-3 S

**1998, 140,000 miles, £200 ono.** 3 door hatch. 5 speed manual, blue, new exhaust, 7 months MoT. Drives. Engine needs attention. New clutch and battery. Essex. 07985 549052 (RB)

## 900

**1993, 97,000 miles, £800.** Blue. VGC inside and out. Will not start. New ing amp coil, e/shaft sensor, 2 new silencers, a/c, ele sunroof, windows, mirrors. MoT Oct. Surrey. 07923 482796 (SN)

## SINGER

### GAZELLE



**1961, 56,000 miles, £6,250.** In excellent condition. Never been welded, stainless steel exhaust, excellent body and chrome. All in working order, MoTd and Taxed. Pembrokeshire. 01646 650152 (SN)

### GAZELLE SERIES III B



**1961, £2,950.** Owned for 28 years. Illness forces sale. Drives well. Current MoT. Needs some tlc. Includes several spares. Suffolk. 01502 713498 (PB)

## STANDARD

### VANGUARD



**1959, £9,750.** A very rare 1959 standard vanguard one of only five known in the country good all round condition drives very well please contact Fred for more information. Kent. 07733 146482 (CG)

## VANGUARD PHASE 3



**1957, £3,000.** Early model with circular tail lights 3 speed with overdrive. Recent new chrome work and hub caps. Very good mechanically but requires bodywork. Due to change in circumstances. Staffs. 07877 536948 (SN)

## SUNBEAM

### ALPINE COUPE

**1970, £6,750.** Midnight blue, blue interior. Restored 15 years ago using high quality fibreglass wings. Excellent condition. History and receipts. Very rare car. Durham. 01913 770027 (PB)

### ALPINE COUPE



**1970, £6,750.** Midnight blue, blue interior, restored fifteen year ago using high quality fibre glass wings. Car is in excellent condition. History and receipts. Very rare car. Durham. 01913 770027 (SN)

### ALPINE MKIII



**1955, £18,000 ono.** Roadster in good running condition. Recent MoT. Floor change with o/d and stainless exhaust. Rebuilt in the late 1990s and new upholstery subsequently. Some parts and spares. North Wiltshire. 01666 575229 (SN)

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**Mercedes 300SL 24V 1992, Metallic Black** Cream Leather, Auto, AMG Wheels, Hard and Soft Tops, Aug 2016 MOT, Nice Condition, .... **£3,495**

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**Lotus Elan S3 DHC, Blue, Black Trim.** Galvanised Chassis. Drives Well. Good Investment... **£22,995**



**Datsun 280 ZX 1980, Red with red trim, 6 cyl,** 5 speed, 2 owner, MOT : Aug 2016, Great Modern Classic ..... **£6,995**



**Reliant Scimitar SE4, 1968, Blue with Black** Trim, 2 Owners, Very Original, 12 months MOT... **£5,500**

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**1958 MG MGA Twin Cam** Restored car with lots of history, very rare car in superb condition **£33500**



**1947 Triumph Roadster.** Lovely car which has a history file dating back to the early 50's. Upgraded engine which keeps up with the traffic!!! **£22500**



**2001 Ferrari 360 Modena F1 LHD Rosso Red** with Tan Daytona Full leather interior. Stunning combination with 36000 miles and a superb history file. Great to drive **£53500**



**2002 Ferrari 360 Modena F1 LHD Nero Daytona** with Black leather, 26000 miles with an up to date history file. Just superb in every way **£53500**



**1957 Austin Healey 100 6 BN4 LHD** Restored car with rebuilt engine. **£34950**



**1960 Austin Healey 3000 MK1 LHD Aluminium** bodied car in Aston Martin Sage green over Ivory. Great looking car with a new roof and tonneau and recent interior in full leather. **£43500**

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## TALBOT 90



**1952, £4,750.** MoT Exempt. Just had major engine rebuild, power steering, good tyres, large history file, shabby Chic condition. Excellent chassis. Lancashire. 07938 911928 (SN)

## SUZUKI

### CAPPUCCINO



**1995, £1,995.** This fun to drive convertible is for sale with private reg number L8 ERE. MoT May 2016. Refurbished wheels with new Firestone tyres all round. New front brakes and battery. Cambs. 07946 225310 (PB)

### VITARA J CROSS SPORTS

**£Offers.** P reg, petrol, 1590 cc, alloy wheels (worth approx £400), soft top & hard top, requires small amount of work for MoT, spares or repair. Somerset. 07971 222992

## TAXI

### LONDON TAXI TX1

**1998, From £2,850.** Finished in gleaming black with contrasting interior occasional seats, glass divider, CD system, walnut veneer dashboard, automatic, power steering, wheel chair access, always garaged. Excellent value. Drives superb, choice of 10. (T). 01322 669081 - 07836 250222

### LONDON TAXI TXI



**1998, 516,259 miles, £1,500.** TXI auto Maroon. Six seats plus ramps for wheel chair. Very clean pas am/fm steering MoT Sept 18 2016. Devon. 01803 698554 (SN)

## TX1

**1991, £1,000 ono.** MoTed till Sept 2016. Suffolk. 01502 471540 (SN)

## TOYOTA

### CELICA ST 1.8L



**1996, 170,000 miles, £650.** MoT December, black, runs well but clutch slipping slightly and has a dent on near side door. Notts. 07910 358345

### COROLLA EXECUTIVE

**1987, 46,800 miles, £3,500 ovno.** Absolute "time-warp" 1.6 manual. White pristine bodywork. Wheels (alloy), could do with refurb in time. Electric everything. All working etc. MoT to Jan 2016. Hants. 07521 959684 (PB)

### COROLLA EXECUTIVE 1.6



**1988, £1,250.** Same ownership for 26 years. Full service history. Red. Alloy wheels. Electric sunroof, windows and mirrors. MoT to Feb 2016. Regularly serviced. Interior in good condition. Some bodywork needed. Devon. 01626 775458 (PB)

### DEVON MOTOR CARAVAN



**1998, 49,000 miles, £10,000 ono.** Top of the range. Immaculate. 2466cc. diesel. Cooker, fridge, full air con, hot and cold, bike rack, tow bar. Will part ex old bike. Shropshire. 01691 654508 (RB)

### HARRIER (SUV) IMPORT

**1998, £695 ono.** Series One Lexus/Toyota 3 litre, registered 2000, 2 wheel drive, useful tow bar, loadlifter, smooth drive, a/c, e/w, c/l, switchable auto with overdrive, Fern green/beige leather trim, Fern green/beige leather trim, good all round really. Essex. 07903 274831

## MR2

**1993, 50,000 miles, £3,000.** Turbo, black, black/leather inside, good condition, few scratches driver's door, new cam belt, stainless exhaust, full service, MoT, driver's seat worn, lovely drive. 0117 983 1198

## TRIUMPH

### TRIUMPHS WANTED

**Wanted.** All Triumph TRs, Stags and Vitesse convertibles. Any distance, any condition, fair cash price paid. Call Gary at TRGB. 07801 631632.(T). Cambridgeshire. 01487 842168 (GD)

### TR2/3/4/5/6/7/8

**Ring for details.** If you are new to TRs and looking to buy please contact the TR Register for free advice and assistance. We are the biggest specialist owners club for all TRs and derivatives. See [www.tr-register.co.uk](http://www.tr-register.co.uk). Oxon. 01235 818866 (GD)

### 2 X ACCLAIM'S

**1982, £Offers.** Low mileage. Devon. 01548 580440 (SN)

### ACCLAIM



**1983, 57,000 miles, £2,750 ono.** Triomatic. Full MoT. Leather seats. Vinyl roof. Sunroof. CD player. 1st condition. Fully waxoiled. Wheels refurbished. Durham. 01388 451397 (PB)

### HERALD 13/60

**1971, £500 ovno.** Restoration started, welding done and brake pipes, engine stripped - rebuilt, gearbox checked, seats recovered, new headlining and carpets, body in primer needs some assembly and paint, rolls on wheels. West Midlands. 01215 747066

### HERALD CONVERTIBLE

**1970, £1,995 ono.** All chassis welding done. Fitted 1300cc. engine. Disc brakes, roll bar. MoT Feb 2016. Tidy or use as is. Call Bob. Shropshire. 07977 862356 (RB)

## SPITFIRE



**1976, £600 ono.** 1500cc, o/d, drive, restoration, spares or repair. Realised too old to carry on with restoration, great challenge for younger person, with V5C. Lancs. 01706 345944

### STAG

**1972, £14,000 ono.** French blue, auto black interior. I have decided to sell, too many cars. Total rebuild 2006. 10,000 miles on new engine. All MoTs and receipts. MoT July 2016. My car since 2009. Lovely car. First to see will buy. Stag Owner's Club member. Lancashire. 07890 398793 (RB)

### STAG

**1973, £POA.** Donor vehicle or very brave restoration project, not breaking for parts, Triumph engine, alloys, manual gearbox and o/d, trailer away. South Yorkshire. 01302 564928

### TR250



**1968, 9,046 miles, £32,500.** 2500cc straight six engine. Only 8,480 ever built between 1967 - 68 with around 600 left in the world today. This 1968 version has the very desirable "Surrey Top" removable centre section which can be replaced with the soft top, should you encounter that rain shower! Now beautifully restored and in top condition. 07854 634550 (CG)

### TR7



**1978, 85,000 miles, £800.** Coupe with sun roof. Electronic ignition, Kenlowe fan. Runs and drives. Good interior. Over 35 years old, some renovation needed. Genuine callers only. Norwich. Norfolk. 01362 637952 (RB)

## TR7 CONVERTIBLE



**1980, 85,000 miles, £500 ono.** My car for 14 years, but off road and garaged since 2004, for spares or repair. Nottinghamshire. 07966 672177 or 01159 377162

### TR7 CONVERTIBLE

**1982, 74,192 miles, £2,000.** 2lt, silver, no rust, never been welded, recent MoT, new battery. I can't get in it. Drive away. Chassis no SATTADJ7AA406073. Engine no CGH3. Oxfordshire. 07885 836728 or 01865 880032

### TR7 DROPHEAD



**1981, 87,540 miles, £4,395 Price includes shipping to the UK.** Fantastic history file, currently SORN but sold with new MoT. Superb condition & value. (T)Full description at [www.cathedral-classics.com](http://www.cathedral-classics.com). +49 5254 6408311

### TR7 V8 CONVERTIBLE



**1981, £7,600.** Professional conversion by Real Steel. Stage three engine. Over 210 bhp. 6,300 miles on engine. MoTs. Lowered suspension. Koni adjustable shocks. Anti dive kit. New rack, brakes, discs. Hold on to your hat. Buckinghamshire. 01908 372199

## VAUXHALL

### ASTRA GTE 16V



**1991, 112,000 miles, £4,500.** Silk violet gte 16v. It has escort cosworth seats fitted that do suit the car and are in very good condition - no tears and minimal wear. Arches / sills floors / bulk head are very good. Engine oil has been changed every thousand miles in my ownership and is always golden. Yorkshire. 07871 547224 (HP)

## STAR CARS



## RANGER

**1992, £3,950.**

2.3 Litre pinto engine, rear wheel drive, 6ft bed, super economical 28mpg motorway. Ice cold fully working air con, variable speed wipers, bench seat with arm rest. MOT until April 30th 2016.

**07475 454044**  
**London**

# PRICE GUIDE

**S-Z  
NEXT  
MONTH**

## Our 'Condition' ratings

### Condition 1

First class, well cared for. Not 'Concours' (for which prices are higher).

### Condition 2

Good condition, with legitimate MoT and on the road. May require tlc.

### Condition 3

In need of work, usually major!

## IMPORTANT NOTES

- The *Classic Car Mart* Price Guide is compiled by reference to a wide variety of sources, including clubs, auction results and advertisements, both printed and online. It is impossible for anyone to accurately value a specific vehicle without first examining the car.
- These listings are intended to provide a useful guide ONLY. Asking prices can vary widely between different examples of the same model. The optimism of the seller can be a major factor.
- Our figures relate to private sales. Dealer prices and values for insurance purposes are generally higher.
- Automatic transmission usually (but not always) means a slight reduction in the price quoted.
- All figures assume original registration numbers. Prices can be significantly lower for a vehicle from which the original registration number has been removed.
- Prices can vary according to vehicle location; figures are generally lower in remote areas that entail long-distance travelling for most potential buyers (although this tends not to apply so much to particularly high value/rare cars).
- Don't assume that a vehicle is a 'Condition 1' vehicle just because the seller says so. Always check its true state. If buying an Internet auction car, satisfy yourself about its real condition before bidding. Ideally, you should physically inspect the vehicle before parting with your money.
- Abbreviations:**  
cab = cabriolet  
con = convertible  
fhc = fixed head coupé  
hatch = hatchback  
sal = saloon  
sp = sports  
D (in engine section) = diesel-powered

MAKE/ MODEL	BODY TYPE	ENGINE CC/CYLS.	BUILT	CURRENT PRICE (£)		
				1	2	3
JOWETT						
BRADFORD	VAN/UTIL	1005/2	1947-54	6000	3000	1000
JAVELIN	SAL	1486/4	1947-54	10000	4000	1000
JUPITER	SP	1486/4	1950-54	20000	15000	7500
LANCHESTER						
LD10	SAL	1287/4	1946-51	6500	3000	1000
FOURTEEN/LEDA	SAL	1968/4	1950-54	7000	4250	1100
LANCIA						
AURELIA	SAL	1991, 2266/V6	1951-56	40000	18000	7500
AURELIA	FHC	1991, 2266/V6	1951-58	80000	37500	15000
FLAMINIA	FHC	2458/V6	1957-67	50000	25000	10000
FULVIA FOUR DOOR BERLINA	SAL	1091, 1216, 1231, 1298/V4	1963-76	6000	3000	1000
FULVIA TWO-DOOR COUPÉ	FHC	1216, 1231, 1298/V4	1965-76	9000	5500	2000
FULVIA HF COUPÉ	FHC	1298, 1584/V4	1965-76	20000	10500	6000
FULVIA SPORT ZAGATO	FHC	1216, 1298, 1584/V4	1967-76	18000	9000	4000
FLAVIA/2000 SALOON	SAL	1488, 1800, 1991/4	1961-75	4000	2500	1000
FLAVIA/2000 COUPÉ	FHC	1488, 1800, 1991/4	1961-75	9500	5000	2000
BETA SERIES 1/2 SALOON	SAL	S1: 1438, 1592, 1756/4. S2:1297, 1592, 1756, 1995/4	1973-83	3500	1500	750
BETA SERIES 1/2 COUPÉ	FHC	S1: 1438, 1592, 1756/4. S2:1297, 1592, 1756, 1995/4	1973-85	5000	2250	750
BETA 2000 VX COUPÉ (VOLUMEX)	FHC	1995/4	1983-85	6000	3000	1000
BETA HPE (ESTATE)	EST	S1: 1592, 1995/4 S2: 1585, 1995/4	1975-85	4000	1800	600
BETA HPE (ESTATE) VOLUMEX	EST	1995/4	1983-85	5000	3000	1000
BETA SPYDER	CON	S1: 1592, 1995/4, S2: 1585, 1995/4	1974-82	5500	2750	1000
BETA MONTECARLO	FHC	1995/4	1977-83	8500	5000	1750
BETA MONTECARL SPYDER	CON	1995/4	1977-83	10000	5000	1750
GAMMA SALOON	SAL	2484/4	1978-85	2000	1000	500
GAMMA COUPÉ	FHC	2484/4	1978-85	4000	2000	1000

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## CARLTON



**1993, 126,000 miles, £3,650.** Manual. 10 months MoT. Good solid tidy genuine car. Tidy Half black gsi leather interior. Analogue dash. Engine, gearbox and diff 100%. Recently serviced including new flywheel and clutch. Car drives perfectly. Stainless steel power flow exhaust. Car has new break pads, discs and hand break cables. Whole underside and wheel arches have been sealed and painted black. Northern Ireland. 07745 720367 (HP)

## CAVALIER



**1985, £POA.** These cars are very rare and much admired at car shows, looking for older classic, I like Morris M.O.S. in grey, car tested Feb 16, very nice car, hood needs repair. Lancashire. 07934 157700

## CAVALIER COMMANDER

**1986, 73,000 miles, £1,400.** Silver. Current MoT. 1598cc petrol engine, Sun roof, always garaged and meticulously looked after. Regularly serviced and hardly used in recent years but still drives beautifully. Two owners only Reasonable offers sought in region of £1400- no time wasters please. Kent. 07733 196656 (HP)

## CAVALIER 1.8LS

**1994, 75,000 miles, £995.** Hatchback, last owner 19 years, always garaged, very very good throughout, full MoT. Cambs. 07904 028763

## CHEVETTE



**1980, 71,000 miles, £1,500.** MoT 11 months, good condition, driven regularly, present owner 12 years, full service history plus some spares. South Yorks. 07752 189449

## CORSA



**1996, 71,100 miles, £1,500 ono.** Rare opportunity to purchase a Corsa convertible. The car have been reliably used up to Aug this year. Upgrade suspension, alloy wheels, new roof. Hertfordshire. 07894 872376 (SN)

## CRESTA



**1969, 40,000 miles, £7,000.** Burgundy with a Pageant Red coach line. 60s & 70s Fords are my thing so I have reluctantly decided to sell the Viscount. MoT & Taxed until August 2016. Power steering, 4 electric windows, 2 speed powerglide auto gear box. Well presented car and drives like a dream. Tyne And Wear. 07899 957403 (HP)

## CRESTA

**1960, £6,995.** Mid series, in the progress of restoration. Most of the work is done, will make beautiful car. Will take small classic, investment. Hampshire. 02380 617132 / 07580 027468 (SN)

## CRESTA E SERIES



**1955, 55,000 miles, £15,750.** Full car is in mint condition, its life from 1977 was in Portugal where it was a show car speedo. Original reg no UKO 920, only 4 owners 2262 cc, straight 6 cyl. Merseyside. 01514 267709 (SN)

## NOVA

**1986, £795 or offers.** Rare 4 door saloon, MoT till April, 2016, new parts fitted, plus lots s/h spares includes engine, x five speed box. Northants. 07773 988978 or 01536 269386

## NOVA



**1986, 41000 miles, £2,150.** 1.2L 3 door hatch back. MoT March 2016, excellent condition throughout. Car has never been welded, no rot anywhere, battery, tray, boot floor, sills, chassis, legs, all perfect. Car comes with lots of documents from throughout the years and even original bill of sale. Good solid original car. Northern Ireland. 07763 764881 (HP)

## SENATOR



**1989, 41,850 miles, £2,000.** 2.5i manual. Absolute "time warp", good condition bodywork and cloth interior. Solid reliable cruiser. New battery, tyres all round. Main service March 2015. MoT to July 2016. Cleveland. 07581 442625 (RB)

## VECTRA 2.6 GSI

**£Offers invited.** 4 door saloon. Black, low mileage. Excellent condition. New tyres. Completely standard. Beautiful car. Very rare. Owned last 6 years. Shropshire. 07582 885159 (RB)

## WYVERN

**1953, £3,800.** For spares or repair. Good condition, running. Restoration. Tax and MoT free. Would consider exchange for 1930-38 Austin restoration project and cash either way. Middlesex. 01895 237820 (RB)

## VOLKSWAGEN

## BAJA BEETLE



**1974, £23,500 (no offers).** 1303 SuperBeetle (my mother's!) In powder blue. This wonderful car was totally built by 'D.C. Customs' to a no-expense spared remit. Cost approximately £50,000 and 18 months of labour! Centre spread in 'Ultra VW' titled the 'Monster Beetle! Too many features to mention but 1600 c.c. engine with twin Del' Orto carbs. Gold metal flake engine panels and 'House of Colour' blue bodywork, etc. etc. An absolute bargain. 02082 931161 or 07740 467777

## BEETLE



**1973, £4,950 ono.** 1600 cc, twin Kadron Carburettors, new German twin pipe exhaust system quieter. Re tuned, new distributor cap, plugs points serviced. Complete history MoT till May 2016. Drives beautifully, good condition, reluctant sale. Highgate. 020 8245 1542 (SN)

## GOLF CL AUTO



**1990, £2,250.** 3 door hatchback, bodywork, paint, interior and mechanical all original, runs like a bird, low miles, power steering, MoT to March 2016. Devon. 01837 871295

## GOLF CLIPPER



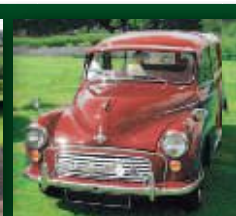
**1987, £2,350 ono.** This 1800cc car is in very good condition with an 11 month MoT. Has a mohair roof and is regularly serviced. Three lady owners. Essex. 01277 525259 (RB)

## GOLF E 1.4



**92,000 miles, £1,395.** 1 owner from new! 2016 MoT (zero advisories). PAS. ABS. Spare key. Beautiful black metallic with unmarked black interior. Manual windows and mirrors. Boot protector. Unused spare wheel and tools. Tape player stereo. An absolute pleasure to drive! Tight and handles like new! Must be seen! Possibly the best available at this price! Ideal family car or for first time driver. Leeds. 01132 059340 / 07890 196126 (SN)

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MAKE/ MODEL	BODY TYPE	ENGINE CC/CYLS.	BUILT	CURRENT PRICE (£)		
				1	2	3
PRISMA SALOON	SAL	1489, 1585/4	1983-90	1500	800	200
DELTA HATCHBACK	HATCH	1301, 1498, 1585/4	1980-91	3500	1500	750
DELTA 1600 HF TURBO	HATCH	1585/4	1984-91	9000	4500	3000
DELTA INTEGRALE 8V	HATCH	1995/4	1987-89	10000	6000	4000
DELTA INTEGRALE 16V	HATCH	1995/4	1989-94	12000	7500	5000
DELTA INTEGRALE EVO I	HATCH	1995/4	1991-92	22500	12000	6000
DELTA INTEGRALE EVO II	HATCH	1995/4	1993-95	25000	14000	7000
TREVI SALOON	SAL	1585, 1995/4	1981-84	1800	900	300
THEMA TURBO/V6	SAL	1995/4, 2849/V6	1985-94	2500	1000	500
THEMA 8.32	SAL	2927/V8 (FERRARI)	1988-90	18000	10000	3000
LAND ROVER						
SERIES I	UTILITY	1595, 1997/4; 2052/4(D)	1948-58	20000	10000	3000
SERIES II	UTILITY	2286/4; 2052/4, 2286/4(D)	1959-71	10000	6000	1500
SERIES III	UTILITY	2286/4; 2286/4(D)	1971-84	10000	5000	1250
RANGE ROVER (EARLY 2-DOOR)	EST	3528/V8	1970-75	45000	17500	6000
RANGE ROVER	EST	3528/V8; 2393/4(D)	1975-89	10000	2750	1000
LOTUS						
SEVEN SERIES 1	SP	1172/4 (FORD), 1100/4 (C. CLIMAX), 948/4 (BMC)	1957-60	30000	18500	10000
SEVEN SERIES 2	SP	1172, 997, 1340, 1498, 1599/4 (FORD), 948, 1098/4 (BMC)	1960-68	18000	13000	8500
SEVEN SERIES 3	SP	1599, 1558/4 (FORD)	1968-70	18500	15000	10000
SEVEN SERIES 4	SP	1599, 1558/4 (FORD)	1970-73	9000	7000	4000
ELITE	FHC	1216/4	1959-63	30000	20000	10000
ELAN S1	SP	1558/4	1962-64	20000	12500	7500
ELAN S2	SP	1558/4	1964-66	20000	12500	7500
ELAN S3	FHC	1558/4	1966-68	15000	10000	6000
ELAN S3	SP	1558/4	1966-68	20000	12500	7500
ELAN S4	FHC	1558/4	1968-73	15000	10000	6000
ELAN S4	SP	1558/4	1968-73	17000	11500	5500
ELAN SPRINT	FHC	1558/4	1971-73	19000	12000	7000
ELAN SPRINT	SP	1558/4	1971-73	23000	15000	8500
ELAN +2, +2S/130, +2S 130/5	FHC	1558/4	1967-75	11000	7000	4000
EUROPA (RENAULT ENGINE)	FHC	1470/4	1969-75	17500	12000	4000
EUROPA-TWIN CAM/SPECIAL	FHC	1558/4	1971-75	25000	15000	6000
ELITE II	FHC	1973, 2174/4	1974-82	6000	4500	1200
ECLAT	FHC	1973, 2174/4	1975-82	5000	3000	1000
ECLAT EXCEL, EXCEL SE/SA	FHC	2174/4	1982-92	8000	5250	1500
ESPRIT S1 AND S2	FHC	1973, 2174/4	1975-81	17500	10000	5500
ESPRIT ESSEX TURBO	FHC	2174/4	1980	20000	14000	6500
ESPRIT TURBO	FHC	2174/4	1980-87	18000	12000	4000
ESPRIT S3	FHC	2174/4	1981-87	12500	9000	5000
ESPRIT X180	FHC	2174/4	1987-93	15000	9500	5000
ESPRIT TURBO (X180)	FHC	2174/4	1986-93	17500	11000	6000
ESPRIT V8	FHC	3506/V8	1996-2004	25000	13500	5000
ELAN M100	SP	1588/4	1989-92	8500	4000	2500
ELAN M100 TURBO	SP	1588/4	1989-95	10000	6000	4000
ELISE SERIES 1	SP	1796/4	1996-2001	14500	10000	6000
MARCOS						
1800	FHC	1780/4	1964-66	12000	8000	4000
1500/1600	FHC	1598/4	1966-69	8000	5000	3000
3-LITRE	FHC	2994/V6, 2978/6	1969-72	9000	5500	3250
MINI-MARCOS	FHC	848/4	1966-81	10000	6000	2000
MANTULA	FHC	3528/V8	1984-89	12000	7500	4000
MANTARA	SP	3946, 4552/V8	1993-97	13000	10000	7000

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## GOLF SE



**1996, 117,476 miles, £400 ovno.** Manual, good condition. No rust, cloth seats, 1781cc. Drives well, only one problem I lost the key and had to buy a new column bot. It moves up and down, easy to fix. Cannot be towed so transport will be needed. Great little car. No MoT. Warwickshire. 07761 058717 (RB)

## POLO CL

**1991, 42,000 miles, £1,750.** Red, 2 door, petrol, 2 owners, full MoT, full service history, mint condition in and out, rare opportunity to find a car in this condition. Lancashire. 07710 333798 or 01772 423733

## POLO COUPE



**1993, 43,821 miles, £3,500.** Owned by same family since new. In pristine showroom condition with MoT showing, no advisories. Regularly garaged in all weather. Inverness-Shire. 07747 880056 (PB)

## SCIROCCO SCALA

**1990, £POA.** Fuel filler stack - Outta fuel pump. Cleveland. 01642 481755 (RB)

## VOLVO

## 122S



**1961, 44,000 miles, £7,500.** Old MoT's to prove, unleaded head, black/chrome, 4 Speed Manual, petrol, new inner/outer sills, garaged, non-smoker owner, outstanding condition for year, viewing recommended. Southampton. 07765 892839 (SN)

## 240 SE ESTATE

**1992, £1,250.** 2 Lt, on SORN, long MoT, good paint, 5 speed manual, blue. N.W England. 01942 862679 or 078878 66326 (SN)

## 360 GL

**1985, 75,162 miles, £200.** 2.0l carb engine, 5 speed gearbox, 5 door, no MoT, drives. West Sussex. 07762 489275

## WOLSELEY

## 1500 MK 2

**1963, £2,700.** White - red interior, all good. Reliable. No welding required. MoT. No time wasters. Drives well. Oxfordshire. 01869 340570 (PB)

## 16/60



**1967, £2,800.** MoT June 2016. Free tax. Blue and cream colour. Leather seats, all in good condition. Very nice car. Cheshire. 01270 780768 (PB)

## 16/60 SERIES

**1967, £2,750 ono.** Cream/Blue Long MoT - Very Good Condition Seats & Carpets all re-furnished. Free Tax. Cheshire. 01270 780768

## 6/80

**£POA.** Anything considered. Please phone. Norfolk. 01603 301516 / 07703 875930 (RB)

## 6/80



**1951, £6,500.** Beautiful black drive anywhere car. On the button. Resprayed twin pack, four new tyres, new carpets. Very good chrome. Interior excellent. Very good condition. Gloucestershire. 07870 987811 (PB)

## SERIES III

**1946, £6,750.** 12 hp. Excellent car. Repainted. Rechromed. Low ownership. Suppliers name tag inside. Never been welded. Engine, gearox and diff good. Runs lovely. Nottinghamshire. 01777 700461 (PB)

## ALL OTHER VEHICLES

## ASQUITH SHETLAND VAN



**1988, £4,750.** Replica 1920s bakers delivery van, MoT to Sept 2015, built on Reliant Fox, 848cc, immobiliser, alloy wheels, roof bars, new cost over £16,000, in daily use, fantastic fun - great advertising medium, now for sale due to retirement. Hampshire. 01329 316078 (PB)

## BEDFORD MW

**1942, £10,000.** 15cwt army lorry, original dropside with cupola in cab, rare vehicle, very original complete with canvas side screens, very good mechanically, good oil pressure, brakes overhauled, ready to use. Oxfordshire. 01865 874534 or 07584 824079

## BMC



**1970, £6,500.** 3 penny bit tipper diesel lorry. MoT December 2015. Historic vehicle - no road tax. Engine 2400cc. Weight 3,500kg. Starts on the button. Very good running order. Shropshire. 07792 576340 (PB)

## J3 (COMMERCIAL)

**£Best offers.** Breaking for spares or sell complete. Rolling chassis, 4 cyl engine, gearbox. Starts on button. Cab rotten, wings, doors, bonnet, windscreen, rear mudguards. All off are in fair condition. For more info please phone. Northamptonshire. 07791 870242 (RB)

## MARINA SUNTOR CAMPER



**1977, 33645 miles, £4,500.** Very rare vehicle. Good condition throughout for its age, s/s exhaust, ten years MoTs to clarify. MoT till Oct 2016 no advisories. Viewing recommended. 01406 423017 / 07967 822251 Any time (SN)

## PROTON 15 GLS

**1991, 31,000 miles, £1,250.** Red, original showroom condition, full MoT, alloys, very rare, must be seen. Co Derry. 07894 581574

## SPARTAN SPORTS



**1967, £2,995 ono.** Triumph 2ltr engine and overdrive gearbox, correctly registered, good condition, long MoT, tax exempt. Powys. 07817 319941

## CARAVANS & MOTORHOMES

## BEDFORD CF



**1985, £5,000.** After 27 wonderful years with us, and me now 71, Betty B's looking for someone younger to keep up the tlc. If you are that person ring me. Hampshire. 01329 843986 or 07742 197188 (RB)

## BEDFORD TK FIRE ENGINE



**1981, £12,000 ono.** Motor home / hair salon conversion. Excellent money earner at fayres/exhibitions. 3 dressing stations, backwash, 2 large waste tanks, generator, and 240V. Sleeps 2 adults & 2 children. New MoT. Sussex. 01323 833873 / 07827 912512 (SN)

## BESSACARR E795



**2003, 43,000 miles, £22,500 ovno.** Top-of-the-range, immaculate condition motorhome, has its own genny, 6 berth, 2.8 engine, has blinds + fly screens all round. Cumbria. 01768 372933

## BUCCANEER CARAVAN



**1980, £2,700.** Pink bunks, grey blinds with pink trim display cabinets. Cut glass mirrors, cooker, fridge, gas fire blow heating. Good condition. Will part ex for vehicle or small caravan. Suffolk. 07799 223166 (PB)

## CAMPER

**1972, £5,000.** Tin top, lots of work done, needs finishing, on Sorn. Kent. 07956 697939

## CF CAMPER

**1983, £800.** CF 250 chassis camper, auto, sleeper, high roof, ideal restoration project, no MoT, 2279cc, 4 speed, petrol. Herts. 07860 423139

## CITROEN ROMAHOME



**1989, 98,000 miles, £2,950.** MoT March 2016, no advisories, two new batteries, 12 volt TV/DVD, two bike rack, Fiamma awning, 1.8 XVD diesel, toilet Porta Potti, 12 volt cooler fridge, family motorhome so not needed. Suffolk. 01473 823633

## ELDDIS WISP 300-2 WANTED

**£POA.** Rare vintage caravan, will pay £1,000 for good condition or up to £2,000 if mint. Kent. 07531 716738

## EXPRESS CAMPER VAN

**1990, 61,000 miles, £3,995.** Diesel. With long MoT. Very clean example inside and out. Little use forces reluctant sale. West Midlands. 07950 398750 (PB)

## FORD TRANSIT CAMPERVAN

**1979, £1,950.** Mk2, full pop up roof, 2000cc petrol engine, 4 speed box, white, 2 berth, built by C I Autohomes, owned for 2.5 years but never used. Fife. 07951 713313

## FORD TRANSIT MK3 CAMPERVAN

**1991, £950 ono.** 2.0 Pinto petrol, automatic, 12 months' MoT, no rust on this van, good engine and auto box, new windscreen, reversing sensors, 240V hook up and 12V. Middlesex. 07709 230049

## MERCEDES AUTOTRAIL SIOUX 207D



**69,000 miles, £3,200.** New MoT. Hitch awning, roof rack, Esbacher diesel heater, fridge, water heater, etc. Two spare wheels. Dorset. 07813 864844 (PB)

## COMMERCIAL VEHICLES

## 1117



**1997, £3,000.** Sleeper cab box lorry, Hydraulic aluminium tail board. MoT 2016, 11 ton gross. Full tipping cab. CCTV, full serviced, load hooks in floor, two new batteries. Private HGV, good outfit. Handles and drives beautifully. Suffolk. 07766 028462 (SN)

## 2.2 DIESEL 1 TON VAN

**£250 ono.** Good engine, gearbox, transmission and battery, newish tyres. Duff Body and brakes. Buyer Collects. 01704 224367 (SN)

## 400E PICK UP



**1963, 57000 miles, £POA.** Fully restored to a high standard and very collectable. Selling due to downsizing my collection. Full MoT. West Midlands. 07973 281180 (SN)

MAKE/ MODEL	BODY TYPE	ENGINE CC/CYLS.	BUILT	CURRENT PRICE (£)		
				1	2	3
MASERATI						
BITURBO	FHC/SAL	1995, 2491, 2790/V6	1981-84	3500	2000	1000
BITURBO	CON	1995, 2491, 2790/V6	1984-91	5000	3500	1500
MATRA						
MATRA-SIMCA M530LX	FHC	1699/V4	1968-73	10000	6000	2000
MATRA-SIMCA BAGHEERA	FHC	1294, 1442/4	1973-80	5500	3250	1000
MATRA/TALBOT MATRA MURENA	FHC	1592, 2156/4	1980-83	6000	4500	2000
MATRA-SIMCA/TALBOT MATRA RANCHO	EST	1442/4	1977-84	5000	3250	800
MAZDA						
RX-7 (FIRST GENERATION)	FHC	573 X2 (2292CC)	1979-86	4000	2000	1000
RX-7 (SECOND GENERATION)	FHC/ CABRIO	588 X 2 (2354CC)	1986-92	4000	2000	1000
RX-7 (THIRD GENERATION)	FHC	654 X 2 (2616CC)	1992-96	7500	3500	1000
323 TURBO 4X4	HATCH	1597/4	1984-89	3500	1500	1000
MX-5 (FIRST GENERATION)	SP	1597, 1839/4	1990-98	3000	1500	600
MX-3	FHC	1598/4, 1845/V6	1991-97	1500	800	350
MX-6	FHC	2497/V6	1992-98	2200	1000	500
MERCEDES-BENZ						
190SL	R'DSTER	1897/4	1955-63	80000	45000	23000
180, 190 'PONTON'	SAL	1897/4	1956-62	13000	7500	1800
219, 220/S/SE 'PONTON'	SAL	2195/6	1954-59	12000	6000	1750
190, 200 'FINTAIL' (W110)	SAL	1897, 1988/4	1959-67	14000	7000	2000
220, 230 'FINTAIL' (W111)	SAL	2195, 2306/6	1959-67	16000	6000	1600
300 'FINTAIL' (W112)	SAL	2996/6	1962-65	20000	11000	3000
220SEB 'FINTAIL' (W111)	FHC	2195/6	1961-65	30000	22500	10000
220SEB 'FINTAIL' (W111)	CON	2195/6	1962-65	55000	32000	17500
230SL 'PAGODA' (W113)	FHC/CON	2306/6	1963-67	65000	35000	25000
250SL 'PAGODA' (W113)	FHC/CON	2496/6	1967	60000	30000	18500
280SL 'PAGODA' (W113)	FHC/CON	2778/6	1968-71	52500	25000	15000
250S/SE (W108)	SAL	2496/6	1965-68	6500	3500	1000
250S/SE (W108)	FHC	2496/6	1965-68	20000	15000	6500
250S/SE (W108)	CON	2496/6	1965-68	40000	30000	15000
280S/SE (W108)	SAL	2778/6	1968-72	6000	3000	1000
280S/SE (W108)	FHC	2778/6	1968-72	20000	15000	7500
280S/SE (W108)	CON	2778/6	1968-72	40000	28000	15000
300SE (W108)/300SEL (W109)	SAL	2996/6	1965-67	7500	3750	1300
280SE 3.5 (W108) SALOON	SAL	3499/V8	1970-72	9000	4000	1500
280SE 3.5 (W108) COUPÉ	FHC	3499/V8	1970-71	42500	27500	15000
280SE 3.5 (W108)	CON	3499/V8	1970-71	90000	55000	35000
300SEL 3.5 (W109)	SAL	3499/V8	1969-72	10000	5000	1500
300SEL 6.3 (W109)	SAL	6329/V8	1968-72	25000	12500	6000
200/220/230.4 (W115)	SAL	1998, 2197, 2306/4	1968-76	8000	4000	1000
230.6/250/280 (W114)	SAL	2292/4; 2496, 2778/6	1968-76	9000	5000	1500
250/280CE (W114)	FHC	2496, 2778/6	1969-76	10000	5000	1700
280S/SE, 350SE ('S' CLASS) (W116)	2746/6, SAL	3499/V8	1973-80	7500	4000	1000
450SE/SEL ('S' CLASS) (W116)	SAL	4520/V8	1973-80	8000	5000	1000
450 SEL 6.9 ('S' CLASS) (W116)	SAL	6834/V8	1976-80	12000	8500	3500
350SL (R107)	CON	3499/V8	1971-73	20000	10000	5000
350SLC (C107)	FHC	3499/V8	1972-73	10000	5000	2500
450SL (R107)	CON	4520/V8	1973-80	22500	11000	5500
450SLC (C107) COUPÉ	FHC	4520/V8	1973-80	12000	6000	3500
200 AND 200D (W123)	SAL	200: 1988, 1997/4, 1988D: 1988/4	1976-85	3000	1600	500
230/E, 240D, 250, 280/E, 300D (W123)	230: 2307, SAL	2299/4. 240D: 2404/6. 250: 2525/6. 280: 2746/6. 300D: 3005/5	1976-85	8000	4000	1000
200T (W123)	EST	1988/4	1981-85	10000	6500	1000

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## 4325



**£3,500.** Rolls/perkins engine 13 speed box lots of money spent needs very little to finish phone for further details. 07931 654036 (SN)

## BEDFORD KM



**1972, £3,250.** Bedford lorry flatbed with tandem two speed Eaton axle. 6 cyl diesel. Three owners. Present owner 33 years. Used on the farm and MoT/tax exempt for agricultural use. Drives very well. Good tyres. Essex. 01279 731243 (PB)

## BEDFORD RL



**1960, £3,500.** Ex MoD. Fitted with coms body. Used as camper van. MoT and tax exempt. On the road. Needs small cosmetic work. Drives well. Essex. 07774 420364 (PB)

## BEDFORD TK



**1981, £16,000.** New winch, all new body and ramps 14ft, Restored and ready to show/use. 07792 083892

## BEDFORD TL AWD TIPPER



**1982, £6,000.** Current MoT. with the cattle body which has a electric lift for second deck. Will sell without cattle box. there is also a new x mod cab included. mac@brownloils.com

## BORDERER TRACTOR UNIT

**1974, £POA.** M Reg. Spares or repairs. 220 Cummings engine. RTO 610 10 Speed fuller gear box. Transport can be arranged. North Lancs. 01524 0241994 (SN)

## BOXER TIPPER



**1974, £POA.** Derbyshire. 01773 823478 or 07971 922883

## C SERIES



**£2,250.** L10 290, double drive, Holmes 750 recovery. Lans. 07538 717009 (SN)

## COMER Q4



**1956, £3,000 ono.** Ex auxiliary fire service Bikini unit. All original. Selling due to ill health. Tipperary, Ireland. 00 353 8765 20612 (PB)

## CONSTRUCTOR



**1984, £9,000.** Recovery and crane, cab perfect, good body, new tyres, new hydraulics, 265 rolls engine, chains shackle's two bar, maybe do deal with Scammell Explorer. With diesel, and engine fitted. Anglis. 01382 370825 (SN)

## CV 11/40

**1946-7, £Offers over £6,500.** New body. Ring for details. thomas853robinson@btinternet.com (SN)

## D SERIES



**1976, £5,000.** Alloy body tipper. Runs and drives ok. Also Dodge Hi-Line, 1987, with Perkins 6354 engine. Ex airport, low miles, £1,800. Lincolnshire. 07759 473380 (RB)

## F10



**1982, £17,000 ono.** Owned for 25 years. Low mileage since new clutch, front brake shoes, front tyres, batteries, water pump. Refurbished cab inside and out, including new upholstery and re-spray. MoT 11/2016. Surrey. 01428 661884 (SN)

## F10



**1983, £25,000.** Restored to a high standard and owned by myself for past 15 years, 16 speed gearbox, twin bunks, 12 months MoT, genuine reason for sale. Northampton. 07712 879114 (SN)

## F88



**£24,000 ovno.** Mint condition, runs excellent, cab immaculate. 240 engine. Needs 240 front grill! Go straight to show. More pictures on request. East Yorkshire. 07831 393378 (SN)

## FG 900



**£2,250.** Road Line Noddy Van. Drove into the yard 20 years ago and parked as storage since. Six cylinder diesel still fitted. For total restoration. Plenty of pictures by E-Mail if reqd. Hampshire. 07971 530398 (SN)

## FORD D1210



**1970, £3,500.** Ex airport snow plough complete with Gardner 6LV generator. Tax/MoT exempt. Drive away. Tyne And Wear. 07821 354167 (PB)

## FORD TRANSIT MARK 1



**1975, £5,000.** Taxed and tested on the road, free tax from 1st January 2016, Toyota diesel engine, new tyres, resprayed, very clean. Cambridgeshire. 01945 581862

## FORDSON MAJOR E27



**1948, £2,000 ono.** Tractor, fair condition, hydraulics, 12 volt start headlights, may part exchange for 1950-60 small van. Lancashire. 01254 396540 or 07933 726626

## GREEN GODDESS



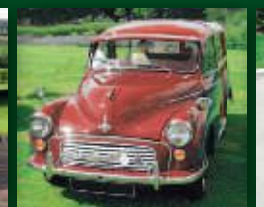
**1957, 4,900 miles, £4,000.** In very good condition. Runs well, new battery fitted with full kit and mobile pump. MoT exempt. Phone for more info. Flintshire. 01244 539523 (SN)

## HA6L



**£9,000.** BRS Tractor unit, ex Philblack of Avonmouth restored in 2000. In need of TLC. Ref no YAE 130. Layland 600 engine. MoT and tax exempt. Wiltshire. 07920 772378 (SN)

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MAKE/ MODEL	BODY TYPE	ENGINE CC/CYLS.	BUILT	CURRENT PRICE (£)		
				1	2	3
230TE, 240TD, 250T, 280TE (W123)	230TE: 2299/4. EST	240TD: 2404/6. 250T: 2525/6. 280TE: 2746/6	1979-85	10000	7500	1000
230C, 280CE (C123)	FHC	230T, 2299/4	1977-85	11000	5000	1000
280SE, 300SE ('S' CLASS) (W126)	SAL	280SE: 2746/6. 300SE: 2962/6	1980-91	3500	2500	1000
380SE, 420SE, 500SE ('S' CLASS) (W126)	SAL	380SE: 3818/V8. 420SE: 4196/V8. 500SE: 4973/V8	1980-91	3750	2600	1050
560SEL ('S' CLASS) (W126)	SAL	5547/V8	1980-91	4000	2700	1100
380/420/500 SEC ('S' CLASS) (W126/C126)	FHC	380: 3818/V8. 420: 4196/V8. 500: 4973/V8	1982-89	9000	4000	1200
560SEC ('S' CLASS) (W126/C126)	FHC	5547/V8	1986-89	10000	5500	1750
190, 190E, 190D, 190 2.5D, 190E (W201)	190E 1.8: 1797/4. SAL	190/E: 1997, 1797/4. 190D: 1997/4. 190 2.5D: 2497/5.	1983-93	4500	2500	750
190 2.6 (W201)	SAL	2599/6	1987-93	6000	2250	800
190 2.3-16, 2.5-16 (W201)	SAL	2299/4, 2496/6	1985-92	9000	4000	1800
280SL (R107)	CON	2746/6	1980-86	13000	7250	3500
280SLC (C107)	FHC	2746/6	1980-81	9000	5000	1500
380SL (R107)	CON	3818/V8	1980-86	13000	9000	4000
380SLC (R107) COUPÉ	FHC	3818/V8	1980-81	9000	4500	1500
500SL	FHC/CON	4973/V8				
560SL (USA MODEL ONLY)		5547/V8	1980-89	18000	10000	5000
300SL (R107)	CON	2962/6	1986-89	13000	7500	3750
420SL (R107)	CON	4196/V8	1986-96	13000	8000	4000
200 (W124)	SAL/EST	1997/4	1985-96	6000	3500	800
230E, 250D, 260E, 300D, 300E (W124)	2299/4, 2497/5(D), SAL/EST	2599/6, 2996/6(D), 2962/6	1985-93	7000	5000	900
230CE AND 300CE (W124/C124)	FHC	230CE: 2299/4. 300CE: 2962/6	1987-92	5000	2500	800
<b>MESSerschmitt</b>						
KR175 AND KR200	MICRO	KR174/5: KR200: 191/1	1953-64	27500	15000	7500
<b>MG</b>						
M TYPE MIDGET	SP	847/4	1928-32	25000	15000	6000
J2 MIDGET	SP	847/4	1932-34	30000	17500	8000
PA/PB	SP	PA: 847/4; PB: 939/4	1934-36	35000	20000	8000
TA/TB	SP	TA: 1292/4. TB: 1250/4	1936-39	35000	20000	9000
TC	SP	1250/4	1945-49	30000	18000	7500
TD	SP	1250/4	1950-53	22500	15000	6000
TF	SP	1250, 1466/4	1953-55	30000	20000	8500
YA/YB	SAL	1250/4	1947-53	13000	6500	3000
YT	CON	1250/4	1948-50	25000	15000	6000
MAGNETTE ZA/ZB	SAL	1489/4	1953-58	12000	7500	3000
MGA 1500 ROADSTER	SP	1489/4	1955-59	18500	10000	4500
MGA 1500	FHC	1489/4	1956-59	15000	10000	4500
MGA 1600 ROADSTER	SP	1588/4	1959-61	20000	13000	5000
MGA 1600	FHC	1588/4	1959-61	16000	9000	4500
MGA TWIN CAM ROADSTER	SP	1588/4	1958-60	35000	20000	9000
MGA TWIN CAM COUPÉ	FHC	1588/4	1958-60	25000	14500	6000
MGA 1600 MKII ROADSTER	SP	1622/4	1961-62	25000	13000	5500
MGA 1600 MKII COUPÉ	FHC	1622/4	1961-62	18000	10000	4500
MAGNETTE MKIII	SAL	1489/4	1958-61	6250	3500	750
MAGNETTE MKIV	SAL	1622/4	1961-69	7000	3500	800
MIDGET MKI	SP	948/4	1961-62	13000	4000	1000
MIDGET MKII	SP	1098/4	1962-66	8000	4000	1000
MIDGET MKIII	SP	1275/4	1966-74	11000	5000	1000
MIDGET 1500	SP	1493/4	1975-80	5000	3000	750
MGB MKI	SP	1798/4	1962-69	13500	6500	2000
MGB GT MKI	FHC	1798/4	1965-69	10000	5000	1750
MGB MKII	SP	1798/4	1967-71	11000	6000	1600
MGB GT MKII	FHC	1798/4	1967-71	9000	4000	1500

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## HILUX TRUCK

**1986, £1,000 ono.** Rover v8 engine conversion. In good condition. All new callipers built by big red. Good for off road. Southampton. 07542 559157 (SN)

## K SERIES FIRE ENGINE



**1974, 11,881 miles, £3,500.** With a Godiva Pump, and Angus bodywork, 8360cc diesel, good condition engine, drives well. Lincs. 07932 654290 (SN)

## KENWORTH K100C



**1982, £16,000 ono.** Good all round condition. MoT exempt. Ready to drive away. For sale or WHY. Aberdeenshire. 01771 613706 (PB)

## LDV LUTON VAN

**2004, £550.** Big Luton van for sale, will split or swap for anything old/interesting. Good Luton box, engine, but rusty body. No MoT. West Yorkshire. 01677 470597 (PB)

## LEYLAND BEAVER



**1965, £0 offers.** Trailer model, 600 Power Plus engine. Hub reduction axle. Ergo cab very poor. More pictures via e-mail if req. 07968 334076 (SN)

## LEYLAND BEAVER



**1948, £9,750 no VAT.** 4 wheeler, flat rigid, with Leyland 600 engine, in rally condition, runs and drives very well, transport can be arranged. Lancs. 01524 241994

## LEYLAND OCTOPUS



**1953, £13,000 or best offer.** Full history, brakes overhauled, new wings, great deal of money spent refurbishing. Drives perfect. 01432 266662 or 01432 356660

## LV TRACTOR UNIT



**1969, £7,500 ono.** Gardner 120, 6 speed David Brown gearbox, 2 speed back axle. Recently restored in excellent condition, long test. West Yorkshire. 07599 511206 (SN)

## MAJESTIC MOGUL 6X4 BREAKDOWN TRUCK



**1966, £6,500 Offers invited.** AV760 12500cc engine. Complete - just in need of some TLC. Starts first time. Does drive but needs some work to the gearbox / linkage. An interesting and unusual vehicle for the true enthusiast. Surrey. 07958 701404

## MAMOTH MAJOR



**1961, £3,500.** Originally a Bristol and west tar tanker, now a recovery vehicle. On the button, good tyres good runner. Mot and tax exempt. Wiltshire. 07920 772378 (SN)

## MERCURY

**1961, £10,000.** 470 engine, 6-speed g/box. Ex- 'Bees Transport' Luton Van, fleet No. 44. Restored 1992-4 as flat. Reliable performer since, appearing numerous events, literally from J-O's to L/End. Space needed for other projects. Hants. 023 8081 3341 (SN)

## MILITANT

**£3,600.** 6x6 with Atlas 4 ton crane. Original condition. 07774 688715 (SN)

## MK1

**1975, £3,800.** Transit good condition. (single /double wheel/ minibus at various prices). 00356 21431605 (SN)

## PRESIDENT BMB TRACTOR

**1953, £1,200 ono.** Recon rad, head gasket, valves reground, runs ok, great number plate POP 810, on Sorn. Suffolk. 01440 760966

## SCAMMELL EXPLORER



**1955, £15,250.** In very good condition. No known faults. Meadows petrol. No work needed (yet). Lancashire. 01706 212181 / Fax 01706 221626 (PB)

## SCANIA 143 4X2



**1990, £POA.** 12 months MoT and Tax. New tyres. Restored to the highest spec. In show condition. Runs Sweet and drives excellent. Engine 143-450. Very enjoyable truck to drive. Very enjoyable truck to drive. 07814 636774 (SN)

## SCANIA 93H



**1988, £3,750 + vat.** 6 x 2. 25ft Beaver Tail. Sleeper cab. Mounting for crane. MoT til Jan 16. Roof Cooler. This lorry is straight out of work and has been owned and used by us for 20+ yrs. Some spare available by separate negotiation. East Sussex/Kent Border. 07836 575198 daytime 01892 668349 eve before 9 pm

## SEDDON ATKINSON 200



**1985, £3,500 ono.** Rare 200 series. Original 130 International engine. Two speed axle beavertail. In good order. Been to many shows in Ireland. Drive away. Tipperary, Ireland. 00 353 8765 20612 (PB)

## STEPFRAME



**£1,200.** 30ft steel flatbed. 10ft living accommodation on neck. Full width ramps, nearly new winch, good tyres, 4 spare wheels. Used to transport two tractor units. Wiltshire. 07920 772378 (SN)

## THORNYCROFT TRIDENT CR6/1 ENGINE



**1960, £18,500 ono.** £1000's spent on 5 year restoration 20 years ago. Laid up for last 10 years but started regularly. Some history. Original maintenance manual. 01706 823001 (SN)

## TRANSIT



**£2,200.** For sale very light restoration. 07702 831731 (SN)

## TS3 10TON



**£800 ono.** Needs Restating. 01243 573358 / 07860 587058 (SN)

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MAKE/ MODEL	BODY TYPE	ENGINE CC/CYLS.	BUILT	CURRENT PRICE (£)		
				1	2	3
MGB MKIII	SP	1798/4	1971-74	10000	5000	1850
MGB GT MKIII	FHC	1798/4	1971-74	8000	4000	1500
MGB R'DSTER (RUB'R BUMPER)	SP	1798/4	1975-81	7500	4000	1000
MGB GT ('RUBBER BUMPER')	FHC	1798/4	1975-81	5000	3000	800
MGC	SP	2912/6	1967-69	30000	15000	5000
MGC GT	FHC	2912/6	1967-69	20000	10000	4500
MGB GT V8	FHC	3528/V8	1973-76	17500	10000	5000
MG 1100	SAL	1098/4	1962-67	6000	4500	1000
MG 1300	SAL	1275/4	1967-71	6500	4500	1000
MG METRO	HATCH	1275/4	1982-90	2500	1500	500
MG METRO TURBO	HATCH	1275/4	1982-89	5000	2000	750
MG MAESTRO 1.6/2.0 EFI	HATCH	1598/4, 1994/4	1983-91	2200	1500	500
MG MAESTRO TURBO 2.0	HATCH	1994/4	1989-91	3000	1800	750
MG MONTEGO 2.0 EFI	SAL	1994/4	1984-91	1700	1100	450
MG MONTEGO 2.0 EFI TURBO	SAL	1994/4	1985-91	2400	1500	500
RV8	SP	3946/V8	1993-97	15000	9000	6000
MGF	SP	1589, 1796/4	1995-2001	3500	1750	500
MGTF	SP	1796/4	2001-05	5250	2000	500
MINI						
MINI MKI 850 (1959 MADE)	SAL	848/4	1959	17500	8000	3000
MINI MKI 850	SAL/EST	848/4	1960-67	10000	6000	1500
MINI MKI 850	VAN	848/4	1960-67	12000	7000	1750
MINI MKI 850	PICK-UP	848/4	1961-67	12500	8000	1800
MINI MKII 850, 1000	SAL/EST	848,998/4	1967-70	7500	3000	1000
MINI 850/1000	SAL/EST	848,948/4	1970-80	6000	4000	1000
MINI MKIV AND V (NON-COOPER)						
	SAL	848, 998, 1275/4	1976-2000	6000	3000	850
MINI COOPER 1.3i	SAL	1275/4	1991-2000	4000	2000	850
MINI CLUBMAN	SAL	998, 1098/4	1969-80	4000	2000	750
MINI CLUBMAN	EST	998, 1098/4	1969-80	5000	2800	750
MINI 1275GT	SAL	1275/4	1969-80	7000	4000	800
MINI VAN AND PICK-UP, MKII ONWARDS						
	VAN/P'UP	848, 998/4	1967-84	7500	4000	2000
COOPER 997, 998	SAL	997, 998/4	1961-69	15000	8000	4000
COOPER 1071S	SAL	1071/4	1963-64	17500	10000	5500
COOPER 970S	SAL	970/4	1964	20000	10000	5000
COOPER 1275S (MKI)	SAL	1275/4	1964-67	25000	12500	6000
COOPER 1275S (MKII AND III)	SAL	1275/4	1967-71	16000	11000	5000
MINI MOKE (BUILT IN UK)	UTILITY	848/4	1964-68	11000	6000	2500
MINI MOKE (BUILT IN AUSTRALIA AND PORTUGAL)	UTILITY	848, 998, 1098, 1275/4	1966-93	8000	5000	2000
MITSUBISHI						
STARION TURBO	FHC	1997, 2555/4	1982-89	2500	1200	350
MORGAN						
4/4 SERIES I	SP	1122 (COVENTRY CLIMAX), 1267/4 (STANDARD MOTOR CO.)	1936-50	35000	19000	10000
4/4 SERIES II/III/IV/V	SP	1172, 997, 1340, 1498/4 (ALL FORD)	1954-68	16000	9000	5000
4/4 1600	SP	1599/4 (FORD X-FLOW), 1585/4 (FIAT), 1597/4 (FORD CVH)	1968-93	14000	8500	4250
PLUS 4 ('FLAT' GRILLE)	SP	2088/4 (STANDARD MOTOR CO.)	1950-53	27500	12000	5000
PLUS 4 (COWLED GRILLE)	SP	1991, 2138/4 (TRIUMPH TR)	1953-68	24000	12000	4750
PLUS 4	SP	1994 (FIAT)	1985-87	25000	14000	8500
PLUS 8	SP	3528/V8 (ROV)	1968-72	50000	30000	15000
PLUS 8	SP	3528, 3946, 4554/V8	1972-2004	40000	23500	12500

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## KITCARS

### AC COBRA REPLICA



**£15,000 onvo.** For sale or part exchange, E-Type Triumph roadster, or other's. Ring for details casfi either way. Reg number reads A1 SUMO. Surrey. 07881 571826 (SN)

### DUTTON

**1984, £1,600.** Lots of work done and money spent, just needs a little work to finish. Somerset. 01458 447839

### MARLIN ROADSTER

**1987, £2,500.** Dark green 2.0 litre Pinto engine sound usable fun car. Would benefit from general tidy-up. Complete with weather gear and tonneau. Tax exempt, MoT till June. Devon. 01752 319827

### MARLIN ROADSTER 1800SC

**1990, £1,990.** Marina based with Dolomite overdrive-gearbox on 3rd & 4th. Good 185/70 x 14" tyres on MGF steel wheels. Punchy and sure footed Long-chassis version for 6ft+ drivers. Excellent hood and zip-on side-screens. History and build file plus some old brochures plus articles about the car. Unused 2 years, but regularly checked: No MoT at present and SORN. Presently in Nth France, 1 hour from Calais. [jodevong@gmail.com](mailto:jodevong@gmail.com) (SN)

### MORGAN TRIKE REPLICA



**£8,250 ovno.** Superb beetle back style with Honda CVR 500 with six speed sequential gearbox, luggage rack, cockpit tonneau, perspex windshield etc. Silver with maroon leather interior. Sussex. 01273 205573 (SN)

### PILGRIM SUMO (AC COBRA)

**£500 onvo.** Kit car chassis, galvanised and painted black, front suspension fitted rear is not, all Spax adjustable shocks, other parts included petrol tank and propshaft. Staffordshire. 01782 744181

### QUANTUM SPORT CAR



**1980, £1,250.** 2+2 sports built using all mechanical engine from the 1980's MK2 Ford Fiesta. Engine XR2 CVH 95bhp rust proof, stainless steel, exhaust, hard and soft top requires a little TLC. 01792 895396 (SN)

### ROMAN 289 KIT CAR



**2014, £8,000.** IVA test 3.4. 14. Chassis, twin 3" round tube. Engine 2 litre Ford, twin cam 8 valve EFI. Ford 5 speed gearbox. Wolf race wheels, full harness. Cornwall. 01579 347710 (SN)

## MISCELLANEOUS

### 1609-DG

**£POA.** Registration number for sale, offers please, ready for transfer. Phone evenings & weekends. 0117 967 0009

### 1938 SS100 1/24 SCALE MODEL



**£80 plus p&p.** By Franklin mint. Superb, unmarked, perfect condition and in original box and packaging with all instructions. Working steering, folding windscreen, opening doors and bonnet sides. Amazingly detailed. Very rare in this condition. Surrey. 020 8942 5151 (PB)

### 1940-1950'S GRILL



**£Offers.** In stainless steel, in very nice condition. Make of car unknown. 26 inches high, 17 inches across. Durham. 01325 487809 / 07940 702604 (PB)

### 1960 AUSTIN MINI 7 SALOON

**£offers.** Registration plate for the above motor vehicle, with v5, Green log box. Best offer secures. East Yorkshire. 01262 488672

### 37 WITWORTH AND BSF SPANNERS

**£50 ono.** Open end and ring good condition ideal for classic cars. Buyer to collect. Cheshire. 01565 734487

### 60 TAB COAL SACK

**£4 each.** Brand new, other related items available for example candle carriage lamps, sack wheels, lorry ropes and sleepers. Cambridge. 07713 555565 (SN)

### 858101

**£Serious offers over £3,750.** Private registration plate on Nissan Primera. South Yorkshire. 07970 782251 (RB)

### ADJUSTABLE RAMPS

**£100.** Lowest 200mm, highest 400mm. Great for working underneath. Used once on my Humber. Cost new £230 + VAT. Will need collecting. Nottingham. 0115 927 5338 (PB)

### AIR HORNS



**£60.** Low/high tone, ex Volvo F88. West Midlands. 07836 514189

### AMERICAN GENERATOR



**1943, £450.** Petrol. Made for British war department. Charges 12 x 24 volts. Stored many years and not run. Looks as new. Approx size 2ft x 1ft. Kent. 01474 853600 (PB)

### AMERICAN VINTAGE BENTLEY



**£45 post free.** 25 Year North Meet car badge. Size 3 inch dia. Enamel finish. Surrey. 020 8399 7541 (PB)

### ANTIQUE WOOD LATHE



**Early 1900's, £85.** With tools and chisel. Will mount to bench top or mobile. Belt drive, very rare. Wood pulleys. Cast iron bases. E. Devon. 01404 46570 (SN)

### AUSTIN A40 DEVON N/S REAR WING



**£85.** Unused old stock. Some surface rust with one small ding. Scunthorpe. 07966 436171 (SN)

### AUSTIN J40 PEDAL CAR



**£3,000.** Stunning! Pale blue and soft grey hide. Meticulous detail. To show condition, as it left the factory. New everything. Race it - look at it. Beautiful car. History file and photographs. Bath. 07840 400569 / 01179 670009 (PB)

### BADGE



**£400 +P&P.** Leyland Lion bus coach grill radiator badge size 15 inch x 7 inch. No damage on enamel, one stud missing. Nice chrome work. Surrey. 020 8399 7541 (SN)

### BADGE



**£30 Post free.** The tourist trophy garage farmnum 4875 enamel badge / dash board. Cornwall. 07905 135288 (SN)

### BADGES



**1950's- 1960's, £30 each inc P&P.** 2 commercial original AA weave back badges MNF years. Grill & bad bar fixing. Bucks. 07716 607984 (SN)

### BADGES FOR SALE



**£30 each.** AA. RAC £35. GB £25. All including mainland UK p&p. Somerset. 01761 470607 (PB)

### BANTAM CAR TRAILER

**£995 ono.** Bed length 3m, bed width 1.7m. Load capacity 1 ton. Winch hitch lock. Auto reverse system. Good condition. Cheshire. 07796 094894 (RB)

### BENTLEY MASCOT



**£180 post free.** R-type Mk6. Marked reg 807924. Hex base, brass chrome plated. Height 60mm on wood base. Essex. 07794 775973 (PB)

### BETACOM RED FERRARI TESTAROSSA TELEPHONE CP6



**£30.** Vintage 1980s. Fully tested and working. Just plug in. Very good condition. Comes complete with original manual. Free postage and packing. Cheshire. 07580 113464 (PB)

### BLACKSMITH HEG VICE



**£70.** In working order. Staffordshire. 01283 840894 (SN)

### BLUELINE 3TON PLANT TRAILER

**£950.** With fitted ramps, new floor, spare wheel v.g.c. Lincolnshire. 07793 353046

### BOYCE USA CALORIMETER



**£50 post free.** Or Motor meter on wood base. Cornwall. 07905 135288 (SN)

### BRAIN JAMES TRAILER



**£2,000 no offers.** Twin axle braked, bed 3.5mts x 1.7mts, built in hitch lock with 2 keys, 4 excellent tyres with unused spare lockaway ramps, permissible MGW 1600kg. Essex. 01255 813791

### BRASS TWO WAY JUNCTION



**£30.** For fire hosing. All brass with functional lockers. E.devon. 01404 46570 (SN)

MAKE/ MODEL	BODY TYPE	ENGINE CC/CYLS.	BUILT	CURRENT PRICE (£)		
				1	2	3
MORRIS						
EIGHT (SALOON)	SAL	918/4	1934-38	7000	4000	1500
EIGHT TOURER	CON	918/4	1934-38	9000	6000	2000
EIGHT SERIES E	SAL	918/4	1939-48	6000	3500	1000
EIGHT SERIES E TOURER	CON	918/4	1939-48	8000	5000	1500
MINOR SERIES MM	SAL	918/4	1948-52	9000	5000	1500
MINOR SERIES MM TOURER	CON	918/4	1948-52	12000	6000	2250
MINOR SERIES II	SAL	803/4	1952-56	4500	2000	600
MINOR SERIES II	CON	803/4	1952-56	7500	4000	1500
MINOR SERIES II TRAVELLER	ESTATE	803/4	1953-56	6000	3000	800
MINOR SERIES II	VAN/PK-UP	803/4	1953-56	6000	3000	900
MINOR 1000 (SALOON)	SAL	948, 1098/4	1956-71	5000	2500	600
MINOR 1000 CONVERTIBLE	CON	948, 1098/4	1956-69	8000	4000	1500
MINOR 1000 TRAVELLER	EST	948, 1098/4	1956-71	7500	3500	900
MINOR 1000 VAN	VAN	948, 1098/4	1956-72	7500	3500	1200
MINOR 1000 PICK-UP	PICK-UP	948,1098/4	1956-72	7500	3500	1200
OXFORD MO SALOON	SAL	1476/4	1948-54	3500	2250	350
OXFORD MO ESTATE	EST	1476/4	1952-54	4750	2750	600
SIX MS SALOON	SAL	2215/6	1948-54	7500	3000	750
COWLEY 1200	SAL	1200/4	1954-56	5500	3000	850
COWLEY 1500	SAL	1489/4	1956-59	5500	3250	850
COWLEY VAN/PICK-UP	VAN/P'UP	1489/4	1956-60	10000	5500	1500
OXFORD SERIES II AND III	SAL	1489/4	1954-59	6000	3500	850
OXFORD SERIES II AND III 'WOODY' ESTATE	EST	1489/4	1954-57	8000	5000	1250
OXFORD SERIES IV 'ALL STEEL' ESTATE	1489/4	1957-60	10000	5000	1000	
OXFORD V	SAL	1489/4	1959-61	8000	5000	1000
OXFORD V	EST	1489/4	1961	9000	5000	850
OXFORD SERIES VI	SAL	1622/4	1961-71	5500	3000	500
OXFORD SERIES VI	EST	1622/4	1961/71	6000	3250	600
ISIS I AND II	SAL	2639/6	1955-58	5000	3000	1000
ISIS I AND II ESTATE	EST	2639/6	1956-57	5500	3500	1200
MARINA	ALL	1275, 1798, 1695/4	1971-80	6000	2000	500
MARINA TC/HL/GT	SAL/FHC	1798/4	1971-78	8000	3000	750
ITAL	SAL/EST	1275, 1695, 1994/4	1980-84	1800	1100	400
NISSAN						
300ZX	FHC	2960/V6	1984-89	4500	2750	1000
300ZX TURBO	FHC	2960/V6	1984-89	5000	3000	1000
300ZX TWIN TURBO	FHC	2960/V6	1990-94	4000	2200	800
200ZX TURBO	FHC	1809/4	1989-94	3000	1500	500
SKYLINE GT-R R32 TWIN TURBO	FHC	2960/V6	1989-94	12000	7000	2000
FIGARO	FHC	987/4	1991	6500	3000	1000
NSU						
PRINZ	SAL	596/2	1962-77	1800	1200	500
PRINZ 1000	SAL	996/4	1964-72	2000	1500	600
1000TT	SAL	996/4	1963-73	11000	6000	2000
1200TT	SAL	1177/4	1967-72	25000	12500	2500
RO80	SAL	497.5 X 2 (1990CC)	1967-76	9000	5500	2250
OPEL						
GT 1100	FHC	1078/4	1968-73	7500	5000	1800
GT 1900	FHC	1897/4	1968-73	9000	5750	2000
COMMODORE	SAL/FHC	2490, /2784/6	1968-77	4250	2000	750
ASCONA	SAL	1584, 1897, 1979/4	1971-82	2000	1200	400
MANTA 'A'	FHC	1584, 1897, 1979/4	1970-82	6000	3000	1000
MANTA 'B'	FHC/H'TCH	1584, 1897, 1979/4	1982-87	3500	1750	750
MONZA	FHC	2784, 2968/6	1978-83	3750	2250	500
SENATOR	SAL	2490, 2784, 2968/6	1978-84	2200	1300	400

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## BROOKLANDS FLYING CLUB BADGE



**£65.** Mnf by Toye Kenning & Spencer, excellent condition. Essex. 07964 486932

## CAR GRILLE BADGE



**£30 including postage.** Rare, good condition, a few minor chips. Gordon Motors Cosham Would suit a 1950's or 60's Ford Fixing supports and long screws included. Cumbria. 07860 620663 (SN)

## CAR HANDBOOKS

**£POA.** From 1948 to late 1960s. 28 in all. 1912 bulb type horn, brass. Offers. Staffordshire. 01543 375132 (RB)

## CAR TRANSPORTER TRAILER



**£499 ono.** 4 wheels, brakes, etc, needs a bit of work. 07507 871713 (SN)

## CHILDS PEDAL GO KART

**£150.** Berg Buster, twin seats in good condition. 07502 032532

## COLLECTION OF CORGI 1:50 SCALE



**£POA.** Commercial vehicles, AEC, Albion, Atkinson, Bedford, DAF, ERF, Ford, Foden, Guy, Leyland, MAN, Scammell, Scania, Volvo. Monmouthshire. 01291 423392

## CUSTOM LEATHER DASHBOARD



**£110.** Cherry and black leather dashboard. Includes Smiths volt and vacuum gauges. Excellent condition. Cardiff. 07875 845301 (SN)

## CUSTOM LEATHER INTERIOR



**£695 ono.** Cherry and black leather reclining seats with matching back seats. Originally from nova SRI but have been in my show mini. Very Comfortable. Great condition. Cardiff. 07875 845301 (SN)

## DAKOTA ON USA EAGLE



**£125.** With props, on marble base. Very rare item. Size: 7in height x 6in. Chrome on brass finish. Surrey. 07580 313669 (RB)

## DUNLOP OPTICAL TRACKING GAUGE

**£100.** Full working order, excellent condition. Mid Glam. 01685 385770

## EARLY LUCAS DISPLAY TIN



**£48 post free.** And board, unit size 6in x 8in, possible pre-war. Surrey. 07968 659967

## ERF CURTAINSIDE + 15 CWT TROJAN VAN



**£30 + p&p.** Both models are mint condition with original boxes. Somerset. 07747 614953

## ESSO MOTOR OIL



**£30.** An early 1960s garage stores empty box in superb undamaged condition, that once held 6 one gallon cans of Esso engine oil, this is an ultra rare item to find nowadays as they were thrown away as the cans were sold, you will not find another, It would look great in your classic car garage. Essex. 01277 500568 (SN)

## EX RAC TOWING DOLLY



**£675 ono.** Legal towing dolly. Brakes. Lights. Steers. New tyres. New spare wheel. New straps, never used. Takes up to transit size vehicles. Staffordshire. 07717 338587 (PB)

## EXPANDING REAMERS



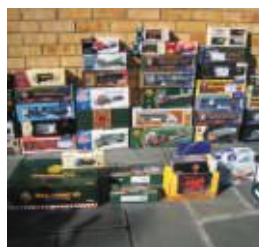
**£80 ono.** Made by "T&J", British made. Lancashire. 01706 345944 (RB)

## FARROWS A1 MUSTARD



**£275 inc p&p.** Enamel sign. 19 inch x 12 inch. Original double sided pre-war sign. Essex. 07794 775973 (PB)

## FOR SALE



**£1,000.** A lovely collection of 102 Die-cast trucks/lorries, mostly 1:50 scale, all brand new, not played with and in original boxes, most have authenticity cards over £2300 spent so no offers. I have more pictures and info. Cash on collection. Herts. 07860 246900 (SN)

## FORD 31000 CAR TRANSPORTER



**£12 + p&p.** Used condition but complete and straight, made by Corgi, no box. Somerset. 07747 614953

## FORD HANDBOOK

**£15.** Mk2 Cortina, 1968. Ford Haynes book, 1980, 1990, XR3, £10. Ford Cortina MK3 boot lid base, £10. AA base, 1960, £25. Plus postage and packing. Surrey. 020 8641 4238

## FORD QUALE BIRD MASCOT



**£65 post free.** From USA on snap-on chrome cap. Nice condition. Essex. 07794 775973 (PB)

## FORD TRANSIT MK2 BOTTLE JACK

**£45 the lot.** Three in number, original black paint, good condition, buyer collects. Surrey. 01372 383002

## GARAGE CLEAROUT

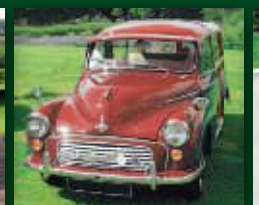
**£Various.** Brand new shelf speaker inc wiring £35. A40 somerset bonnet £25. Somerset windscreen £10. Loads of 50's 60's car mags, various workshop manuals. Focus radio/CD player £20. Heavy engineered bench vice £40. Loads more ring for details. Nottingham. 01159 204538 after 6pm

## HOT AIR ENGINE



**£80.** Stirling external combustion engine. Twin cylinder, swing arm model. All shafts run in ball bearings. Good runner. Nottinghamshire. 01909 721464

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MAKE/ MODEL	BODY TYPE	ENGINE CC/CYLS.	BUILT	CURRENT PRICE (£)		
				1	2	3
PEUGEOT						
203	SAL	1290/4	1948-60	4000	2000	800
403	SAL	1468/4	1955-67	3250	1750	500
204	SAL	1130, 1127/4	1965-76	3000	1250	500
204	CAB	1130/4	1967-70	5000	3500	1250
304	SAL/EST	1127, 1288, 1290/4	1970-80	2750	1250	500
304	FHC	1288/4	1970-75	4000	2500	800
304	CAB	1288/4	1970-75	5000	3000	1000
404	SAL/EST	1468, 1618/4	1960-74	4000	2000	600
404	CAB	1618/4	1962-69	11000	7500	2500
504	SAL/EST	1796, 1971/4. 1948 (D), 2112 (D), 2304/4(D)	1969-82	2750	1500	500
104	SAL/HATCH	954, 1124, 1219, 1360/4	1973-83	1500	800	250
604	SAL	2664, 2849/V6. 2304/4(D), 2498/4(D)	1975-85	3000	1400	400
205 GTI	HATCH	1580, 1905/4,	1984-94	4500	2000	700
205 CTI	CAB	1580, 1905/4,	1986-94	3000	1500	500
505 GTI	SAL/EST	2165/4	1983-91	1600	800	400
309 GTI	HATCH	1905/4	1988-92	2000	1000	500
405 MI16	SAL	1905/4	1988-92	2200	1200	400
PORSCHE						
356	FHC	1086, 1286, 1290, 1488, 1498, 1582/4	1948-65	70000	50000	30000
356	CAB	1086, 1286, 1290, 1488, 1498, 1582/4	1948-65	145000	75000	40000
VW-PORSCHE 914S (914-4)	R'DSTER	1679, 1971/4	1970-74	12000	8500	3500
VW-PORSCHE 914-6	R'DSTER	1991/6	1970-72	27500	15000	6000
912	FHC	1582/4	1965-69	50000	30000	19500
911/L/T/E	FHC	1991, 2195, 2341/6	1965-73	50000	30000	19500
911 S	FHC	1991, 2195, 2341/6	1966-73	80000	50000	25000
911 2.7 AND CARRERA 3	FHC	2687/6	1973-77	30000	19000	8500
911 TURBO	FHC	2994, 3299/6	1974-89	45000	25000	10000
911 SC	FHC	2994/6	1977-83	20000	11000	6000
911 CARRERA 3.2	FHC	3164/6	1983-89	27500	15000	7500
911 CARRERA 3.2	CAB	3164/6	1983-89	30000	17500	7000
911 CARRERA 2 AND 4 ('964')	FHC/CAB	3600/6	1989-93	30000	20000	8000
911 TURBO ('964')	FHC	3299, 3600/6	1990-94	37500	25000	15000
911 TURBO ('993')	FHC	3600/6	1993-98	50000	30000	17000
924	FHC	1984/4	1977-88	2500	1500	500
924 TURBO	FHC	1984/4	1979-82	4500	2000	600
924 S	FHC	2479/6	1985-88	3000	1750	500
928	FHC	4474/V8	1978-86	4000	2250	900
928 S	FHC	4664/V8	1980-86	10000	5000	1500
928 S4	FHC	4957/V8	1986-92	14000	6500	2000
928 GT	FHC	4957/V8	1989-92	20000	10000	3000
928 GTS	FHC	5397/V8	1992-95	25000	12000	7500
944	FHC	2479, 2681/4	1982-92	3000	1500	500
944 S	FHC	2479/4	1986-92	4500	2500	1000
944 TURBO	FHC	2479/4	1985-92	6000	4000	2000
944 S2	FHC	2990/4	1988-92	4500	2500	1000
944 S2	CAB	2990/4	1988-92	6500	4200	2000
968	FHC	2990/4	1992-95	11500	6000	2500
968	CAB	2990/4	1992-95	13000	8000	3000
RELIANT						
REGAL SIDEVALVE	SAL	748/4 (DEVELOPMENT OF PRE-WAR AUSTIN SEVEN ENGINE)	1952-62	5000	2500	750
REGAL O/H VALVE	SAL	598, 700/4	1962-73	3500	1800	750

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## IFOR WILLIAMS LM166



**2011, £2,000 ono.** All lights work and good brakes, 16ft x 6ft. Somerset. 01935 881109 or 07966 697446

## J40 PEDAL CAR



**£20 post free.** Austlin A mascot in chrome. Excellent condition. Surrey. 07534 431198 (PB)

## JAGUAR DESK PENHOLDER



**£48 post free.** Nice condition. Size 4in wide, with Jaguar mascot on bonnet. Unused. Surrey. 020 8399 7541 (RB)

## JAGUAR E TYPE STAMPS



**1966, £POA.** British technology, new, mint, signed on mount by Norman Dewis OBE, Jag test driver, 12-120 mounted. Surrey. 07837 891426

## JAGUAR LEAPER BONNET MASCOT



**£60 + P&P.** In defect condition, never fitted to my car, but displayed in a cabinet. Absolutely unmarked. Surrey. 020 8942 5151 (SN)

## JAGUAR MK4 SPANNERS

**£20.** Set of 3, Snail brand. Pair of Dunlop tyre levers, £4. Box spanner tommy bar. Spanner 3/4-7/8 AF & screwdriver marked Jaguar £4 each. Mk 2 large ring binder parts catalogue & service manual, vgc £30. XJ6 service manual £30. Beds. 07976 353953

## JAGUAR XJ220 RARE BOOK



**£2,200 offers.** No longer in print. Photographs by Peter Burn. Absolutely mint condition, in unmarked slipcase, in original printed card outer protective packaging. Last priced of Amazon at £2,435. Extremely rare and very collectible. Surrey. 020 8942 5151 (SN)

## JAGUAR XJ6



**£50 plus p&p.** Series tool kit. Never used. Staffordshire. 01543 673286 (PB)

## JIGSAW



**£5.** BSA motorcycle, "TheHenderson" Reg number EG 3750. A500 piece jigsaw, a superb item for the classic BSA owner and lover, no pieces missing, A wonderful Christmas stocking filler, or keep it for yourself. Essex. 01277 500568 (SN)

## JUKEBOX NSM JUPITER

**£975.** Mechanical (not digital). Recently serviced so perfect working order, choose from selection, fifties, sixties and seventies 45'd discs incl rock 'n' roll 140 selection buttons. Fairly rare so a bargain. Surrey. 07830 805025 (SN)

## L. A. ROADSTERS EVENT PLAQUES



**£5 each.** Numbers 33, 36-39, 41, 42, 44-50, 14 in total. Twelve stickers £6. Seven badges £3 each. P&P and insurance extra. Cheshire. 01612 928270

## LATHE



**£260.** Lathe and drive motor. Complete with stand, gap bed, reduction gearing, tools, faceplates and switch gear. Ideal make, ready for use. E.devon. 01404 46570 (SN)

## LEYLAND TIGER BUS/ COACH BADGE



**£85 post free.** 17cm x 14cm. No damage. MNF Manhattan Windsor, Birmingham. No NLH 9601. 4 studs on back. Buckinghamshire. 07716 607984 (RB)

## LISTER CREAM SEPARATOR



**1930, £75.** In good original working condition with instruction and parts book. West Sussex. 01273 844536 (RB)

## LOW LOADER



**£2,750 ono.** Plant trailer, 12 ton 20 ft, air brake for Agricultural or industrial use C/W front and rear Jack legs, adjustable high or low suspension with ramps, little used unmarked, rust free condition. Aberdeen's. 01651 806306 (SN)

## LTY 561

**£995 ono.** On retention, ready to go. HNM 949, on retention, £995 ono. Tyne Wear. 07852 916290

## MATCHBOX AMBULANCE (



**£60 inc p&p.** (No 14) in original box, (model 9/10 box 7/10) rear opening doors. Hants. 01489 781651 (SN)

## MIKE HAWTHORN VOICE



**£40.** On this 45rpm vinyl record. British Grand Prix, Silverstone, 1958. Interview by John Bolster. Also Mike Collins Sound Stories. Surrey. 020 8399 7541 (RB)

## MILLS ONE ARM BANDIT



**1950, £250.** Made in Chicago about 1950, mechanical, perfect working order, pays out wins, needs bottom drawer so a bargain price. Warks. 07796 070969

## MINERVA CAR MASCOT



**1930, £850 ono.** Signed P Desoete, Dutch. Used on all series on cap. Nice condition. Cornwall. 07905 135288 (RB)

## MOBILE TOOL CHEST/ BENCH



**£260.** Very strong, stainless bench top, steerable, retractable wheels, ex MoD, top quality, over £1,000 new price. South Yorkshire. 07711 956049

## NATIONAL TRUST BADGE



**£35 post free.** Metal type. Founded 1895. Complete with grille fixing kit. Surrey. 07580 313669 (RB)

## NBK 91

**£POA.** Private reg number for sale, on retention certificate, for immediate transfer, private sale, looks great on a car, sensible offers please. 01225 852852 or 07840 400569

## NSU RO 80 TOBACCO JAR



**1968, £65.** Issued to commemorate being Car of the Year 1968. China with wooden lid, decorated with pictures of car and its rotary engine. West Sussex. 01273 844536 (RB)

## NUMBER PLATE

**£1,750 ovno.** Registration M400 CAT. Presently on a Jaguar XK8. But now held on a DVLA retention form. Cornwall. 07804 828494

## NUMBER PLATE

**£425.** G10 MJA, including plates themselves. Ready for transfer. Devon. 01297 552746 (RB)

## NUMBER PLATES

**£650 each.** Two on retention, owned over 20 years, A4EAD VKRIX. Essex. 07860 262752

## OLD CAR BOOKS

**1950, £10 to £20 each.** All colour, My own collections. Mint condition. "Cars of the World." Some collectable. Devon. 07971 687318 (RB)

## OLD CAR RADIOS

**1960's, £100 (all five).** Have 5, chrome and push buttons. Good condition. Radiomobile, Motorola, etc. Devon. 07971 687318 (RB)

## OVERALLS



**£10 each inc P&P.** Good quality, short-sleeved, cancelled oilfield order, sizes: Med & Large, Red or Orange, all proceeds to Great Ormond Street Childrens Hospital. Suffolk. 01502 537994 (JW)

MAKE/ MODEL	BODY TYPE	ENGINE CC/CYLS.	BUILT	CURRENT PRICE (£)		
				1	2	3
REGAL VAN (SUPERVAN)	VAN	748, 598, 700/4	1952-73	7000	3500	800
ROBIN	SAL/EST	748/4	1973-81	3250	1800	750
KITTEN (4 WHEELER)	SAL/EST/ VAN	848/4	1975-82	2000	1000	500
SCIMITAR GT SE4/4A/4B/4C	FHC	SE4: 2553/6. SE4AB: 2994/V6. SE4C: 2495/V6 (FORD)	1964-70	8000	4000	1200
SCIMITAR GTE SE5/5A	EST	2994/V6 (FORD)	1968-75	4750	200	800
SCIMITAR GTE SE6/6A/6B	EST	SE6, SE6A: 2994/V6. SE6B: 2792/V6 (FORD)	1975-86	5000	2250	650
SCIMITAR GTC SE8	CON	2792/V6 (FORD)	1980-86	7500	5000	1200
MIDDLESBRIDGE SCIMITAR GTE	EST	2933/V6 (FORD)	1988-90	8000	4000	800
SCIMITAR SS1 1300, 1600, 1400	SP	1296, 1596, 1392/4 (FORD)	1984-90	2250	1500	750
SCIMITAR SST 1800TI TURBO	SP	1809/4 (NISSAN)	1990-91	3000	2000	750
SCIMITAR SABRE 1400 AND 1.8 TURBO	1396/4 (ROVER), SP	1809/4 (NISSAN)	1993-95	3500	2250	800
<b>RENAULT</b>						
4CV	SAL	760, 747/4	1948-61	8000	4500	1000
DAUPHINE	SAL	845/4	1954-63	8500	5000	1250
DAUPHINE GORDINI	SAL	845/4	1961-66	10000	7000	3000
FLORIDE	FHC	845/4	1959-62	4750	3500	1000
FLORIDE	CON	845/4	1959-62	5500	4250	1000
CARAVELLE	FHC	956, 1108/4	1964-68	6500	3500	1000
CARAVELLE	CON	956, 1108/4	1964-68	8000	5000	1500
R4/L/GTL	SAL/EST	747, 845, 1108/4	1961-82	7000	2500	750
R8	SAL	956, 1108/4	1962-71	3250	2000	600
R8S	SAL	1108/4	1968-71	4000	2000	700
R8 GORDINI 1100	SAL	1108/4	1964-67	12000	8500	2000
R8 GORDINI 1300	SAL	1255/4	1967-70	15000	10000	4500
RENAULT 1100 AND R10	SAL	1108, 1289/4	1965-71	2500	1500	400
16 HATCHBACK	HATCH	1470, 1565, 1647/4	1965-78	6000	3000	800
ALPINE A110	FHC	1108, 1296, 1255, 1470, 1289, 1565, 1605, 1647/4	1964-78	50000	22500	10000
ALPINE A310	FHC	1565/4	1971-76	8000	5000	1800
ALPINE A310 V6	FHC	2664/V6	1976-84	12000	7500	2500
R6 850 AND 1100	SAL	845, 1108/4	1969-79	3000	1600	500
12	SAL/EST	1289/4	1970-79	3250	1800	600
5	HATCH	845, 956, 1108, 1289, 1397, 1721/4, 1595/4(D)	1972-96	2000	1250	500
5 GORDINI	HATCH	1397/4	1976-82	5000	2500	750
5 GORDINI TURBO	HATCH	1397/4	1982-85	6000	4000	1000
5 TURBO 2	HATCH	1397/4	1983-86	21000	13000	4500
5 GT TURBO	HATCH	1397/4	1986-91	3500	2200	700
15 AND 17	FHC	1289, 1565, 1605, 1647/4	1972-78	2000	1200	300
14	HATCH	1218, 1360/4	1977-83	2500	1000	500
FUEGO COUPÉ	FHC	1397, 1647, 1995/4	1980-86	3000	1600	500
FUEGO TURBO COUPÉ	FHC	1565/4	1983-86	5000	2750	800
18 TURBO	SAL	1565/4	1981-85	2000	1200	300
9 AND 11 TURBO	HATCH/SAL	1397/4	1986-89	1500	1000	400
ALPINE GTA	FHC	2849/V6	1985-91	10000	7000	3000
ALPINE GTA TURBO	FHC	2458/V6	1985-91	7500	5000	2500
21 TURBO	SAL	1995/4	1988-92	2000	1200	300
CLIO WILLIAMS	HATCH	1998/4	1994-95	2000	1200	300
25	SAL	1995, 2165/4 2458, 2664, 2849/V6	1983-92	3000	1200	300

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## OVERLAND WHEEL



**£50.** Hub and steering arm.  
Some wormholes in spokes.  
Scunthorpe. 07966 436171 (SN)

## PERSONALISED REGISTRATION



**£1,200.** Transfer fee included.  
07903 188010 (SN)

## PETROL TANK



**£45.** Some surface rust. Brass drain  
bolt. 2 in centres on bracket holes.  
Approx size 8in h x 7in w x 33in L.  
Scunthorpe. 07966 436171 (SN)

## PICNIC WITH THE QUEEN



**£120.** Queen Mary car badge  
RROC-SO.CA 2005 on badge.  
Enamel finish. Very rare. Size  
2.5 inch x 5 inch. Postage free.  
Cornwall. 07905 135288 (PB)

## PORSCHE 911 PLATE

**£2,800.** J911 CYK. Middlesex.  
07709 230049 (RB)

## POWER COMPRESSOR

**£70.** 9.5 cfm, 8 bar, 115 bsi, 25 litre  
tank. 1 air nailer stapler, £35. 1 air  
chisel and tools, £15. Lancashire.  
01204 777728 (RB)

## PRIVATE REGISTRATION PLATE



**£3,500 ono.** On  
retention certificate: S8 XKJ. Ideal  
for an XK8 or other XK Jaguar  
model. Buckinghamshire. 07904  
832440 (SN)

## PUTA TIGER IN YOUR TANK



**£30 post free.** Ally sign with fixing  
holes. 400mm dia. Poly powder  
coat finish. Surrey. 07968 659967

## RAC MOTOR SPORT BADGE

**£85 + p&p.** Original, grill or badge  
bar fixing, excellent condition, mnf  
years 1955-1960, size 80x150mm  
No MSM 6232 on back. Surrey.  
07580 313669

## RADIATOR

**1965, £250.** Scammell  
Highwayman. Buyer collects. No  
texts or messages. North Yorkshire.  
07943 410400 (RB)

## RECOVER FLASHER



**£65.** With fitted indicators and  
stop light. In good working order.  
Suffolk. 07799 223166 (RB)

## REGISTRATION NUMBER

**£3,000.** For sale V2 JAG.  
Staffordshire. 01543 672053 (PB)

## REGISTRATION NUMBER FOR SALE

**£700.** L200 PYE on retention.  
South Gloucestershire. 01454  
412459 (SN)

## REGISTRATION PLATE



**£1,600.** Including MoT'd van its  
attached to £2,200. 07860 246900  
(SN)

## REGISTRATION PLATE FOR SALE

**£Offers.** XRO 836, on retention  
document V778. Assignment fee  
paid. Independently valued at  
£2,000. Lanarkshire. 01416 417582  
(SN)

## RELIANT ROBIN TRAILER



**£POA.** Ideal for advertising, no  
MoT needed, as it is a trailer tow  
away. 07507 871713 (SN)

## RENAULT SHELL TANKER



**£8.50 + p&p.** Used condition, no  
box, straight model. Somerset.  
07747 614953

## ROLLS ROYCE DESK PEN HOLDER



**£40 post free.** With mascot and  
logo RR. Size 3 inch x 3 inch, height  
4. inch approx. Radiator shape.  
West Sussex. 07527 635372 (PB)

## ROOF RACK

**£Various.** That fixes onto, 50's &  
60's cars with gutter fixing £20. Set  
Of Car Ramps £10, buyer to collect.  
Staffs. 01827 287982 (SN)

## ROOF RACK



**£85.** Galvanised with rear ladder.  
58in x 77in. (Full length on SWB  
Land Rover). E.devon. 01404 46570  
(SN)

## ROYAL ARTILLERY CAR BADGE



**1950, £95 + p&p.** J R Gaunt,  
Queens Crown, Quo Fas et Gloria  
Ducant on badge, size 4.5 x 3in, no  
damage, bar fixing. Essex. 07964  
486932

## ROYAL OBSERVER CORE BADGE



**£85.** By J R Gaunt. Showing  
Mercury. No damage with bar.  
Queen's Crown. Possible 1960s.  
Size 3 in x 5 in. Essex. 07964  
486932 (RB)

## SAPPHIRE



**£80.** Welding gear, two torches  
(One Sapphire) with nozzles,  
two regulators and masks. Pipes  
useable but surface cracking  
in places. No flashback valves.  
E.devon. 01404 46570 (SN)

## SET 3 EMI CAR CLUB BADGES



**1950, £50 set post free.** In ally.  
2 bar, 1 grille fix. Essex. 07964  
486932 (RB)

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MAKE/ MODEL	BODY TYPE	ENGINE CC/CYLS.	BUILT	CURRENT PRICE (£)		
				1	2	3
RILEY						
1-1/2 LITRE RMA/E	SAL	1496/4	1945-55	15000	7500	3000
2-1/2 LITRE RMB/F	SAL	2443/4	1946-53	20000	12000	6000
2-1/2 LITRE RMC/D	R'DSTR/ DHC	2443/4	1949-50	25000	14000	7500
PATHFINDER	SAL	2443/4	1953-57	9000	4000	1000
2.6 SALOON	SAL	2639/6	1957-59	6500	3750	1000
ONE POINT FIVE SALOON	SAL	1489/4	1957-65	6500	3750	1000
4/68 SALOON	SAL	1489/4	1959-61	6000	3200	700
4/72 SALOON	SAL	1622/4	1961-69	6500	3200	700
ELF	SAL	998/4	1961-69	8000	4000	750
KESTREL/1300 (ADO16, FRONT WHEEL DRIVE)	SAL	1098, 1275/4	1966-69	5000	2500	750
ROCHDALE						
OLYMPIC PHASE I/II	FHC	1298, 1489/4	1959-72	7000	4000	2000
ROLLS-ROYCE						
SILVER CLOUD I, II AND III	SAL	4887/6, 6230/V8	1955-65	50000	30000	10000
SILVER SHADOW I	SAL	6230, 6750/V8	1965-77	12000	6000	3000
SILVER SHADOW II	SAL	6750/V8	1977-80	10000	5000	3000
CORNICHE I TWO-DOOR SALOON	SAL	6750/V8	1971-82	40000	20000	14000
SILVER SPIRIT AND (LWB) SPUR	SAL	6750/V8	1980-98	15000	9000	3500
ROVER						
P2 10 AND 12	SAL	1389, 1496/4	1946-47	10500	7350	2000
P2 14 AND 16	SAL	1901, 2147/6	1946-47	14000	8000	2000
P3 60	SAL	1595/4	1948-49	5500	3750	1250
P3 75	SAL	2103/6	1948-49	11000	5750	1500
P4 75 ('CYCLOPS')	SAL	2103/6	1949-54	11000	5500	1300
P4 60	SAL	1997/4	1953-59	9000	4500	1000
P4 90	SAL	2638/6	1953-59	10000	5250	1100
P4 75	SAL	2230/6	1954-59	10000	5250	1100
P4 105R AND 105S	SAL	2638/6	1956-59	10000	5250	1100
P4 80	SAL	2286/4	1959-62	10000	4500	1000
P4 100	SAL	2625/6	1960-62	11000	5500	1000
P4 95	SAL	2625/6	1963-64	10000	5000	1000
P4 110	SAL	2625/6	1963-64	13000	6000	1000
P5 3 LITRE	SAL	2995/6	1958-67	8000	4000	1250
P5 3 LITRE	FHC	2995/6	1962-67	8750	5500	1500
P5B 3.5 LITRE	SAL	3528/V8	1967-73	10000	6000	1500
P5B 3.5 LITRE	FHC	3528/V8	1967-73	12000	6500	1750
P6 2000/2200 SC	SAL	1978, 2204/4	1963-77	4000	1850	750
P6 2000/2200TC	SAL	1978,2204/4	1965-77	4500	2000	800
P6 3500	SAL	3528/V8	1968-76	7500	4000	800
P6 3500	EST	3528/V8	1970-76	9000	4750	2000
P6 3500 S	SAL	3528/V8	1974-76	10000	4000	1000
SD1 3500	HATCH	3528/V8	1976-86	6000	2500	500
SD1 2300	HATCH	2350/6	1976-86	4000	2250	500
SD1 2600	HATCH	2597/6	1976-86	4000	2250	500
SD1 2000	HATCH	1994/4	1982-86	4500	2500	750
SD1 2400TD	HATCH	2393/4	1982-86	4500	2250	500
SD1VANDEN PLAS	HATCH	3528/V8	1980-86	6750	3000	750
SD1 VITESSE/VANDEN PLAS EFI	HATCH	3528/V8	1982-86	8000	3500	800
SD1 VITESSE (TWIN PLENUM)	HATCH	3528/V8	1985-86	9000	5000	1000
827 STERLING/VITESSE	SAL/HTCH	2675/V6	1986-95	3000	1500	750
800/STERLING COUPÉ	FHC	1994/4, 2496/V6	1991-99	3750	1800	800
METRO 1.4 GTI	HATCH	1396/4	1990-94	2000	1000	500
216/416 GTI	SAL/HTCH	1590/4	1990-93	1500	800	400
220 GTI-16V	HATCH	1994/4	1991-93	1750	900	500
220 TURBO COUPÉ	FHC	1994/4	1992-95	2500	1200	500
420 GSI TURBO	SAL	1994/4	1992-95	1500	1000	500

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## SIDCUP AND DISTRICT MCC



**£48.** Silver Award 3.11.1945. 50 trial. 1st class. J. H. Colver GA&S. Silver. Free postage. Essex. 07794 775973 (PB)

## SINGER BANTAM MASCOTS

**£20 plus postage.** One, fair chrome, base damaged. Other one. Never plated. £25 and £35. Wolsey 1500 dummy cap / flying W. Fair chrome. Cheshire. 01614 838733 (SN)

## SNAP ON THREAD RESTORER



**£50 ono.** With adaptors. V.G.C. Lancashire. 01706 345944 (RB)

## ST CHRISTOPHER DASH SUPPLIES



**£200 + p&p.** Surrey. 020 8399 7541 (PB)

## STEP FRAME



**1992, £5,000.** Frue Hauf step frame 17.5 tyres, new chambers, new air bags, shockers, EBS system, blasted and painted. Cumbria. 07887 916972 (SN)

## STEP FRAME



**2009, £10,000.** Montracon step frame, May 16 test 19.5 tyres, 4 ramps, tidy. Cumbria. 07887 916972 (SN)

## TRAILER



**£Only £160 ovno.** Mini tyres. Unknown vintage. Lincolnshire. 01469 208479 (RB)

## TRAILER FOR SALE

**£350.** Custom built all metal trailer made for a Riley 9, special twin axle, five new tyres, 12' x 7', ramps, winch, lights, mud guards, tool box, jack, tailgate, steady jacks, hub caps and brakes. Lincolnshire. 01529 460700 (SN)

## TRAILER FOR SALE



**£175.** 5x3' retro style with fitted cover fold down, Tailgate spare wheel, lights good condition. Dry stored, ideal for camping/boot sales etc. Essex. 01268 735135 (SN)

## TRIUMPH OWNERS ASSOCIATION BADGE



**£80 post free.** Car club badge 1954 up to 1969. Red painted BS 1004 MNF mark on back, not reproduction. Bucks. 07716 607984 (SN)

## TWO REGISTRATIONS NUMBERS FOR SALE

**£Various.** A2 TAR £3,350 & A4 TAR £1,500 or both for £4,450. Please call. East Yorkshire. 07553 388882 (SN)

## TYRES

**£20 each.** Two 175/65/R15 and one 185 R13 on Ford Zephyr 4-6 wheel. All nearly new condition. Must collect from Cheltenham. Gloucestershire. 01452 854361 (RB)

## UNIVERSITY MOTORS LTD



**1950, £200.** Sole distributor MG TD, Stratton House W1, Grosvenor 4141 dashboard plaque, original not repro. Surrey. 020 8399 7541

## VARIOUS

**£POA.** Standard 8/10 water pump complete. VW sidelamps. Door catch plates. Sidelamps mm/A40, glass/plastic. S.U. pump. Full set brake linings. Distributor - starter - needs cleaning. Buyer collects. East Yorkshire. 07851 837752 (RB)

## VARIOUS BADGES



**£POA.** Opel, Rover, AA, St. George, can post. Bedford. 01234 213871 (SN)

## VARIOUS HUB-BEARING PULLERS

**£POA.** Sliding hammers, adjustable reamers, engineer's large vice, torque wrench, valve spring compressor etc, phone evenings. Kent. 01843 299766

## VARIOUS TOOLS

**£POA.** Mono 8 Wright Micrometer 0-1. Old model in special case. New condition, £30. 0-25 micrometer, hardly used, £18. Stanley 04 smoothing plane, in original box, wooden handle, £35. Surrey. 020 8641 4238 (RB)

## WIND UP SACK BARROW



**£60.** Very good condition. 07930 829764 (SN)

## WOOD FOR A MORRIS MINOR TRAVELLER.

**£POA.** Can be supplied. Call for details. Cheshire. 01606 833409 (SN)

## WORKSHOP EQUIPMENT



**£60/65.** Large hydraulic Jack and manual tyre changer by Harvey Frost complete with bar, top lock plate, three large levers and hydraulic bead breaker operated by Porta-Power. (Not included). Tyre changer £65, Jack £60. E.devon. 01404 46570 (SN)

## XJL 831

**£3,000 or best offer.** Finish off your Jaguar XJL with private plate. Was on my car, now on retention document. Ready to go on your car. Norfolk. 01603 405987 (RB)

## MISCELLANEOUS WANTED

## ANY ROVER POINT OF SALE

**Wanted.** Wiltshire. 01666 837747

## ANY SIGNAGE

**Wanted.** Connected with Solihull. Wiltshire. 01666 837747 (PB)

## CAR LIFTER

**Wanted.** Secondhand single post, portable or double lifter. Middlesex. 01895 237820 (RB)

## CARAVAN ELDISS WISP

**Wanted.** 300/2 10ft must be in very good condition, fully loaded, and all working. Will pay the very best price. Kent. 07531 716738 (SN)

## CITROEN ZX

**1993, Wanted.** Boot and lock keys without central locking, for a 1993 Citroen ZX hatchback. Also window winder cables required. Cumbria. 01229 475552 (SN)

## CLASSIC CAR SPARES

**Wanted.** & old British tools wanted by a collector. Garage & shed clearance. Sheffield. 07765 958883 (SN)

## POLICE RE-ENACTMENT SOCIETY

**Wanted.** Looking for anyone to join who owns old police cars, vans. Yorkshire. 07944 456918 (RB)

## ROVER

**Wanted.** Any memorabilia. Wiltshire. 01666 837747

## ROVER DISPLAY SIGN

**Wanted.** Wiltshire. 01666 837747

## SANTA POD RACEWAY TEAM SHIRTS

**Wanted.** As worn by crew members Team of Cars. Details to Steve, 47 Allen Road, Irthlingboro, Northants NN9 5QX or tel. Northants. 01933 650742

## SINGLE POST CAR LIFTER

**Wanted.** Must be suitable for home electric, also consider two post lifter, portable, price around £300-£400. Middlesex. 01895 237820

## SPRAY GUN

**Wanted.** With suction feed, Sata or Iwata. Avon. 07510 171711 (GD)

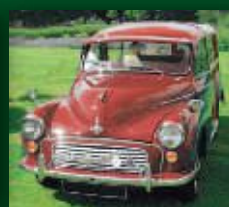
## STORAGE

**Wanted.** For two Classic Vehicles. Leeds. 07801 977401 (SN)

## SUNBEAM ALPINE FAST BACK

**1970, Wanted.** Engine bonnet badge in good condition, good price paid. Lincolnshire. 01724 867665 (SN)

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MAKE/ MODEL	BODY TYPE	ENGINE CC/CYLS.	BUILT	CURRENT PRICE (£)		
				1	2	3
SAAB						
95 (ESTATE) AND 96 (SALOON)	EST/SAL	841/3 (2 STROKE)	1960-68	8000	5000	1500
96 SPORT	SAL	841/3 (2 STROKE)	1962-65	10000	6000	2000
95 (ESTATE) AND 96 (SALOON)	EST/SAL	1498/V4	1967-76	6000	3000	1000
SONETT	FHC	841/3 (2 STROKE); 1498, 1700/V4	1967-74	8000	5750	1750
99 SALOON AND HATCHBACK	SAL/HTCH	1854, 1985/4	1969-84	9000	5000	1000
99 TURBO	SAL/HTCH	1985/4	1977-81	12000	7500	2500
900	SAL/HTCH	1985/4	1979-93	3750	1250	500
900 TURBO	SAL/HTCH	1985/4	1979-83	5000	2000	750
900 CARLSSON TURBO	HTCH/SAL	1985, 2290/4	1988-92	3000	1500	500
900	CON	1985/4	1987-93	4750	2000	800
9000	HTCH/SAL	1985, 2290, 2963/V6/4	1985-97	1600	750	300
9000 TURBO	HTCH/SAL	1985, 2290/4	1985-97	2500	1000	400
9000 AERO TURBO	HATCH	2290/4	1993-97	2750	1300	500
SIMCA						
ARONDE	SAL	1290/4	1955-64	4500	2250	750
1000	SAL	944, 1118, 1294/4	1961-78	2000	1100	500
1000 BERTONE	FHC	944/4	1962-67	4000	1750	800
1200S BERTONE	FHC	1204/4	1967-71	4000	2000	750
1100	HATCH	1186, 1294/4	1967-69	1500	800	300
SINGER						
NINE ROADSTER/4A/4B/ 4AD/4ADT	R'STER	1074, 1497/4	1939-55	12000	8000	3000
SM 1500/HUNTER	SAL	1506, 1497/4	1948-56	6000	2750	800
GAZELLE I TO V SALOON	SAL/EST	1497, 1494, 1592/4	1956-65 3500	1800	500	
GAZELLE I TO IIIC	CON	1497, 1494, 1592/4	1956-62 6500	4000	1600	
GAZELLE VI	SAL	1725/4	1965-67	3000	1500	450
VOGUE I TO IV	SAL/EST	1592, 1725/4	1961-67	6000	3500	750
'NEW' GAZELLE ('ARROW')	SAL	1496, 1725/4	1967-70	4000	2250	600
'NEW' VOGUE ('ARROW')	SAL/EST	1725/4	1966-71	3500	2000	700
CHAMOIS	SAL	875/4	1964-70	5000	3000	500
CHAMOIS SPORT	SAL	875/4	1966-70	5500	3000	750
CHAMOIS COUPE (FASTBACK)	FHC	875/4	1967-70	7000	3000	750
SKODA						
S100, S110L, LS AND R	SAL/FHC	988, 1107/4	1970-80	2750	1250	400
ESTELLE 105, 120 AND 130	SAL	1046, 1174, 1289/4	1977-89	1800	1000	500
RAPID COUPÉ	FHC	1289/4	1985-90	3750	1850	600
STANDARD						
FLYING EIGHT	SAL	1021, 1009/4	1939-48	6000	3000	1000
FLYING EIGHT	DHC	1021, 1009/4	1939-48	10000	6500	2500
FLYING EIGHT TOURER	CON	1021, 1009/4	1939-48	9000	5000	2000
FLYING NINE AND TEN	SAL	1131, 1267/4	1936-39	5000	2500	900
FLYING TWELVE	SAL	1609/4	1936-48	6000	4000	1000
FLYING TWELVE	DHC	1609/4	1937-48	9500	7000	2000
FLYING FOURTEEN	SAL	1776/4	1937-48	6500	4250	1000
FLYING FOURTEEN	DHC	1776/4	1937-48	10000	7000	2750
VANGUARD PHASE I AND II	SAL	2088/4	1948-55	6750	3250	1000
VANGUARD PHASE III	SAL	2088/4	1955-61	6000	2500	800
VANGUARD PHASE III	EST	2088/4	1956-61	6500	3000	750
VANGUARD PHASE III SPORTSMAN	SAL	2088/4	1956-58	7000	4000	1000
ENSIGN I/II	SAL	1670/4	1957-61	3500	2000	750
ENSIGN DELUXE	SAL	2138/4	1962-63	5000	3000	800
VANGUARD SIX	SAL/EST	1998/6	1961-63	4000	2500	750
EIGHT	SAL	803/4	1953-59	5000	2250	750
TEN	SAL	948/4	1954-59	6000	2500	500
TEN COMPANION	EST	948/4	1954-61	7500	3250	800
PENNANT	SAL	948/4	1957-59	4000	2000	750

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## MOTORCYCLES & SCOOTERS

### BSA BANTAM D3

**1957, £500.** Barn find, no docs but has dating certificate, some parts missing, has all tinware and speedo, good project, ring for more information. Staffs. 01785 600588

### BSA D14 175CC BANTAM



**1968, 8,500 miles, £1,750.** This classic is in very nice condition, been in private collection hence condition, has 11 months MoT V5. Cheshire. 07925 896698 (SN)

### BSA GOLDFLASH 650CC

**1962, £4,750.** Nice original condition. Same owner 21 years. Very sweet quiet engine. Part ex taken. West Yorkshire. 07443 642408 / 0113 391 0028 (RB)

### DUCATI SPARES

**1958, £POA.** Mostly narrow case items. Also 1956 onwards. Hubs for Ariel (also BSA) models. Cumbria. 01539 722466 (evenings or leave message) (RB)

### EXCELSIOR TALISMAN



**1962, £2,150.** Good overall condition, original paint, blue, MoT middle March 2016, Not concours but ready to ride and enjoy. Devon. 01404 46570

### HONDA CB 200



**1976, 18,000 miles, £1,950.** One rider only and kept in heated garaged. Just fitted new tyres, tubes, battery and silencers. Show condition, includes original handbook. Midlothian. 01314 400799 (SN)

### HONDA CBF



**2008, 4500 miles, £3,100 ono.** MoT Jun 2016. 600cc. garaged. excellent condition. full service history. Essex. 01206 334522 (SN)

### HONDA CX500CC

**1978, 13,750 miles, £1,500 ono.** MoT, now on Sorn, good condition, new battery, original classic ready to ride. Devon. 07791 883345

### JAWA 125CC



**1968, £595.** Nice bike, dry stored. Low mileage on speedo. Staffordshire. 01538 753086 (RB)

### KAWASAKI ZXR 600R

**1998, £595.** Green, good looking bike. MoT June 2016, new sprockets, chain brakes, tyres & battery. Turns Over, But Wont Start?? Hence bargain price. Nottingham. 07775 349793 (SN)

### KAWAZAKI Z 200

**1980, £550.** Nice pretty bike, easy to ride/handle, only selling due to space and winter coming, reduced due to timewaster. See late week's paper for photo. South Wales. 07934 114301

### OK SUPREME



**£POA.** Frame, forks, tank complete. Raleigh mod-22 frame. 2 J.A.P. side valve engines. BSA side valve single. Sturmey Archer side valve engine. Girder forks. Call for details. E Devon. 01404 46570

### RELIANT TRIKE SPECIAL



**1978, £2,750 ono.** One off with lots of recent parts. Currently on road. Handles brilliantly. Towbar fitted. Needs a little tlc. Consider part-ex 8/9x5 ramped trailer or immaculate LDV Convoy. Shropshire. 01691 828744 (PB)

### ROCKET III TOURING

**2008, £8,995.** Low miles. Superb 2300cc motor. Ultimate touring machine with new tyres and brakes. New MoT with sale. PX interesting classic. West Midlands. 07950 398750 (PB)

### SUZUKI GS 250 ET



**1981, 14,000 miles, £1,250 ono.** MoT Sept 16. Very good condition. New seat, brake pads. Staffordshire. 01543 673286 (PB)

### SUZUKI GSX 750 ES



**1983, 31,211 miles, £850.** 3 miles from last MoT. Restoration. Phone for full details. Tyne & Wear. 01914 877275 (RB)

### VINCENT COMET



**£1,450.** Crankcase, barrel and piston. Call for details. Devon. 01404 46570

### YAMAHA



**1987, £300.** 100 cc, RX-S, engine not seized. Good winter project for restoration. West Midlands. 07932 687578 (SN)

## MOTORCYCLES & SCOOTERS WANTED

### BRITISH MOTOR CYCLE

**Wanted.** Anything Considered-The Bigger & Older The Better. Any Condition-Runner-Restoration Project or Shed Full Of Spares. Private Buyer Will Travel. Notts. 07932 948153

### BRITISH MOTORBIKE



**Wanted.** Anything considered but restoration project preferred. Any make/size. Incomplete or damaged ok and any spares welcome, any quantity. Prepared to travel. Nottinghamshire. 07932 948153 (JW)

### MOTORCYCLE

**1920's - 50's, Wanted.** Any rusty wreck - project (British preferred). From a auto cycle to Vincent to restore and play with. (Old mans hobby). 01978 842668 (SN)

### MOTORCYCLE PROJECT

**Wanted.** British or German bike, 1920-1950s, any (rust in-bits) condition. Old man's hobby!! Clwyd. 01978 842668 (RB)

### MOTORCYCLE RESTORATION PROJECT

**Wanted.** Anything considered, older the better would prefer British or older Japanese bike, any spares and literature welcome. Derbyshire. 07956 296418

### OLD MOTORCYCLES

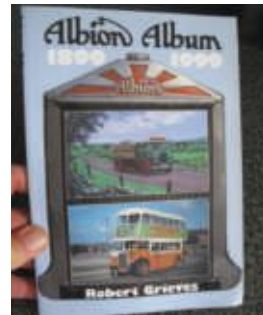
**Wanted.** And antique mopeds. Suffolk. 07873 415454

### TRIUMPH MOTOR CYCLE

**Wanted.** Single or twin. Anything Considered/Any Condition. The Older The Better. Private Buyer-Will Travel. Notts. 07932 948153

## LITERATURE AND INFORMATION

### ALBION BOOK



**£6 + p+p.** 1899 to 1999 nice book plenty of photo's. Hull. 01482 374376 (SN)

### ALBION CD65 SERVICE MANUAL



**£15 + p+p.** Good condition all settings etc covered. Hull. 01482 374376 (SN)

### ASSORTED HANDBOOKS



**£10 each postage free.** Drivers handbook for Austin 1800, Morris Austin 1300-1100, Datsun 1200, Allegro 1500 Vanden Plas. Good clean condition. London. 07759 818732 (PB)

### AUSTIN 20/4

**£50.** Handbook. Publication 311 for repair and service. Also complete list of spare parts, manual reference book 524. Lancashire. 01257 450046 (PB)

### AUSTIN MORRIS



**£5.** Mini driver's handbook, used. Devon. 07743 783797

### AUSTIN SEVEN

**1930, £10.** Spare parts book. With complete wiring diagram. Very good condition. Lancashire. 01257 450046 (PB)

### AUTO BOOKS

**£1-£12 each + p&p.** Lotus Cortina (67-68); Fiesta Mk 1 (76-82). Auto data; Fiesta (76-82). Haynes Fiesta' 1/2/3/4; Escorts 2/3/4/5/6; Galaxy MPV; Mondeo, Sierras, Transit Mk 1 diesel. Autodata Escort Mexico Mk 1(1976)/Mk 2 (1989).All gc/vgc. Hampshire. 07867 813213 (RB)

### BACK ISSUES CVC

**£POA.** 1999, 2000, 2001, 2002. Monmouthshire. 01291 423392

### BEDFORD CF

**£45.** Three training manuals: 1 - transmission + rear axle; 1 - electrical equipment + instruments + body; 1 - suspension, steering, brake. £5 p&p. Fife. 01383 735721

### BEDFORD DRIVERS HAND BOOK

**£8 + p+p.** Good con, nice for collector. 01482 374376 (SN)

### BEDFORD DRIVERS HAND BOOK



**£8 + p+p.** Nice for collector. 01482 374376 (SN)

### CARGO MANUAL



**£10 + p+p.** Every setting for every engine in Cargo range good con. 01482 374376 (SN)

### CLASSIC AMERICAN MAGAZINES

**£50.** Approx 166 in total. 0114 268 6354

### CLASSIC VAN & PICK-UP

**£40 cash on collection.** Approximately 170 copies, from issue no. 1, including the two rogue issues. All very good condition. Too heavy to post. Essex. 01799 513236 (after 6pm) (RB)



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**1957 Renault Dauphine** Fresh from Lembrss in the Dordogne. LHD, 67,643 KM recorded upon the odometer. Super condition. Exceptional underside with no visible signs of corrosion. The bodywork is presented in good condition with no visible signs of corrosion. The paint finish is good and mainly original. On the road the Dauphine drives very well and its full of Gallic charm. Presented with French papers and 1 years UK MOT. Rare chance to acquire a truly rot free Renault Dauphine. Delivery arranged **£6995**



**1964 Morris Minor 1098 cc Convertible** Presented in Old English White with contrasting red hide interior and topped by a red hood. SUPERB condition after a detailed restoration Any inspection welcomed and supplied with an Independent Engineers Report in support of its condition 5000 miles covered since restoration completion MOT tested until July 2016. Charming English open tourer Ready to go. Delivery arranged **£13750**



**2000 V BMW Z3 2.0 Straight Six** 84000 miles with supporting history and in beautiful condition Full black hide interior in great shape and recent new hood Upgraded BMW alloy wheels Drives superbly MOT expires October 2016 Fast becoming a cult icon and great value for money Independent Engineers Report supplied in support of this Z3s excellent condition Delivery arranged **£3995**



**1993 Mercedes Benz 200 E Automatic** 3 former keepers recorded upon the V5C and 69,000 miles recorded upon the odometer. Absolutely beautiful condition. Extremely well cared for. Starts and runs superbly. Comes with power steering, electrically operated windows, mirrors and sunroof. CD Radio and folding rear head rests. MOT expires May 2016. Lovely Mercedes Benz saloon. Delivery arranged **£4995**



**1977 Bentley T2** 98,000 miles with extensive supporting history and supplied with an Independent Engineers Report in support of its excellent cosmetic and mechanical condition. Only 558 T2 examples built and being a 1977 model it has rack and pinion steering. This example will be supplied with one year's MOT at point of sale and a full pre collection/delivery check. Comes with V5C and HPI certificate (clear). Lovely and sought after Bentley motor car. Delivery arranged **£14995**



**1887 Pattern Mauser 71/84 Bolt Action** Military Rifle Fully operational, excellent condition. Sold as an antique obsolete fire arm for display or scientific interest. No firearms license required under section 58 (2) of the 1968 Firearms Act. Purchaser must be over the age of 18. Special secure delivery arranged at purchasers expense **£1195**



**1968 Harley Davidson 750cc Flat Head** Servicar Original LAPD Servicar in original and superb condition. Extendable emergency red light. Blue and red Police lights and siren. Ideal show item. Runs well and to be MOT tested at point of sale. Great for promotional work TV etc. Delivery arranged **£15950**



**1963 Morris Minor 2 Door Saloon** But with a difference 1330cc motor Very special. Disc front brakes, servo assisted, Telescopic shock absorbers, Anti roll bar, Fully poly bushed, Lowered, Period bucket seats, Rev counter, oil pressure and water temp gauge fitted, electrically operated cooling fan and many other little tweaks. Beautiful condition "Goodwood" and ideal for such events. MOT expires February 2016. Delivery arranged **£8750**



**1937 Austin Seven Ruby Saloon** Restored from the chassis up over the last three years. Exceptional blue over black coachwork with contrasting blue hide seating. The chrome work has been re-plated, engine rebuilt and the Ruby has been rewired. Currently requires minor finishing detail, which we are completing. Charming classic Pre War Austin. The Ruby will be completed unless sold as is. Delivery arranged. Viewing welcomed. **Completed asking price £8950**



**1948 Rover 10HP Four Door Saloon With Sliding Sunshine Roof** The odometer reads 74,000 miles and the V5C records 6 former keepers. Supplied with original Green log book. Restored from 2012 to 2015 and presented today in beautiful condition. Refurbished with excellent coachwork, re-carpeted and a new headlining fitted. Retains its original dark red leather seating, Runs beautifully with no sign of excessive smoking or overheating. Few Rover 10s about and this one is lovely. Delivery arranged **£14950**



**1961 Registered Turner MK11** Presented in SHOW condition after being professional restored by marque specialist, John Cullis. Powered by a 1098cc A Series highly tuned engine, MG Midget gear box. Triumph Herald front suspension. Detailed and unusual early 60s sports. Rare opportunity to acquire a beautiful Turner Sports Car. Supporting restoration history. MOT expires October 2016. Weather equipment supplied. Turn key ready to go. Delivery arranged **£18950**



**1987 Ford Escort 1.4 L Estate** 7900 miles from new. 3 former keepers with researched history supplied. Totally original and presented in excellent condition. Drives superbly. MOT expires January 2016. Supplied with V5, HPI certificate clear and handbook. Lovely low mileage Ford motor car. Delivery arranged **£4995**



**1948 Seeburg Trash Can Juke Box** Classic American Juke Box, 78" , Fully serviced and working, Sounds superb, Beautiful original condition, Delivery arranged **£3995**



**1951 Sunbeam S8** Lovely example presented in excellent condition. Comes with original Birmingham registration and Buff log book. Starts easily and rides very well. Appears to require nothing at this time. Classic British make ready to enjoy. Tax exempt, HPI clear. Delivery arranged **£5950**



**1943 Harley Davidson WLA** This example is presented in Museum exhibit condition having been fully and authentically restored. Exceptional, starts and runs beautifully. One for the Man Cave. Delivery arranged **£19950**



**1950's Cadillac by Gama Germany** - Superb period model in original and excellent condition Desirable and rare Length:32cm Secure delivery arranged **£475**



**1979 BMW 635 CSI** 83,000 miles with supporting history Beautiful condition Hertg conversion with a LTD slip diff, Dogleg manual gearbox, Black leather interior. Independent Engineers Report in support of this CSI,s excellent condition A German classic gaining in popularity MOT for one year Delivery arranged **£11950**



**1974 Porsche 2.7 911 Coupe** LHD Beautiful condition and any inspection welcomed. Exceptional underside. Recent service and MOT. Drives superbly. All import documentation supplied. Lovely classic 911. Delivery arranged **£39950**



**Vintage 9k Gold Tudor Dress** Watch Beautiful condition and fully working. Classic look. Case dia 31mm. Cream facia, gold hands and numbers. Secure delivery arranged **£500**



**Vintage Seiko Automatic Chronograph** 6139-7060 One of the first automatic chronographs, stainless steel caseback 6139-7060 Japan-A. The chronograph functions well and snaps back to zero nicely. Stainless steel case. Diameter circa 40mm. Leather strap. Working condition. Secure postage **£195**

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## CLASSIC VAN & PICKUP MAGAZINES

**£150.** From issue 1 (Nov 2000) to date, approx 170 mags includes 7 binders, each mag only read once. Buyer collects due to weight. Hants. 01489 781651

## CLASSIC VAN AND PICK-UP

**£350.** Vol 1 11/00 (first) 8/05. 69 magazines. Complete, no gaps. Mint condition. Sold as set. 10/05-5/09 gaps between. Ring for details. Nottingham. 07779 641406 (PB)

## COMMERCIAL MOTOR MAGAZINES



**1946, £85 including post/packing (UK mainland).** 13 editions, 1946/1948. 3 editions 1955/58/67. Good condition. South Wales. Mid Glamorgan. 01443 862580 (RB)

## CVC MAGAZINES

**£10 Posted.** Classic and Vintage Commercials magazines, 7 issues. 2013 (May, June), 2014 (April, June) and 2015 (April, May, June). All in Mint condition. Would sell individual issues. Price includes UK postage. Cumbria. 01697 349418

## CYCLING MANUALS



**£35 lot inc p&p.** 1954/1950. 180 pages approx. 23rd/22nd edition 1913 cycling road book Guide Environs of London, Vol 1 South of Thames. 250 pages. Surrey. 020 8399 7541 (PB)

## DREAM CARS LIMITED EDITION BOOK

**£40 including postage.** Produced for 2014 exhibition at Atlanta High Museum of Art. "Innovative design - Visionary Ideas". Stunning photography of the cars exhibited. . N. Yorks. 01423 709175 (SN)

## FIAT CROMA 90 FACTORY WORKSHOP MANUAL



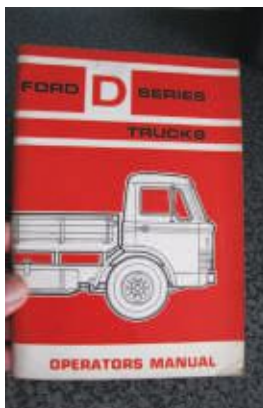
**£POA.** Petrol diesel. 01548 842170 (SN)

## FORD CORTINA (MK 2) SALES BROCHURE



**£22.** 20-page full colour sales brochure printed on strong card. Features 1300 De Luxe, 1500 Super, 1500 GT saloons and De Luxe & Super estate cars. A4 size (landscape). Virtually mint condition and very 1960's! Surrey. 020 8942 5151 (PB)

## FORD D SERIES OPERATORS MANUAL



**£10 + p+p.** X2 both in good con. 01482 374376 (SN)

## FORD D1000 MECHANICS HAND BOOK



**£10 + p+p.** Covering Cummins V8 settings nice for the collector rare book. Hull. 01482 374376 (SN)

## FULL SET OF CLASSIC AND SPORTSCAR



**£250.** Every issue since April 1982. Over 30 years of collecting. Nearly 400 magazines. Buyer collects. West Sussex. 07927 407574 (RB)

## HAND BOOK/INSTRUCTION MANUAL

**£POA.** 01445 822367 (SN)

## HANDBOOK



**£13 incl P&P.** Rare USA Special Tuning 1st edition 38 page handbook for MGB's. Written in 1970 for B.L. by Joe Huffaker for S.C.C.A. racing. Very good clean condition. . North Yorkshire. 01423 709175 (SN)

## HANDBOOKS

**£10 each.** Commer vans handbooks 1950's 1960's. Ford Anglia van handbook. 1948 Austin 250 van. 1965 Austin FG K100. Service book 1972 Bedford HA van viva. N. Devon. 07971 687318

## HAYNES MANUALS

**£10 each including P&P.** Bedford CF 1969-1986, Transit V4 1965-1978, Transit 1986-1989. Notts. 01623 475542 (SN)

## JAGUAR

**1966, £POA.** E-Type Stamps, British technology new mint complete sheet - 1/2 sheet. 1/4 sheet or individual signed on mount by tag test driver norman pewis O.B.E. Surrey. 07837 891426

## JAGUAR 3 TYPE STAMPS



**1962, £POA.** British Technology, new mint stamps, full sheet, half sheet or quarter sheet or individual, signed on mount by Jaguar test driver Norman Dewis OBE, call for prices. Surrey. 07837 891426

## JAGUAR 3.4 MK 2

**1950, £20.** Operating, maintenance and service handbook. Sales and service book in original case. Lancashire. 01257 450046 (PB)

## "JAGUAR COLLECTIBLES"



**£20 plus p&p.** By Ian Cooling. The finest and most interesting guide to Jaguar-related items. Absolutely mint condition throughout. Cost £29.95 new. Duplicated birthday present. Ideal Christmas present. Surrey. 020 8942 5151 (PB)

## JAGUAR XJ12 HANDBOOK

**£20 + postage.** In green / gold. In "as new" condition. Warwick. 07798 502477

## JAGUAR XJ6 & SOVEREIGN



**£10 plus p&p.** Series 1, 2 and 3 owners workshop manual by Haynes. Absolutely un-marked condition. 310 pages of invaluable practical and technical advice and assistance. Invaluable! Surrey. 020 8942 5151 (PB)

## JAGUAR XJ6 AND XJ12



**£12 plus p&p.** Series 3 factory service manual in pristine, unmarked condition throughout (not a single grubby fingermark!). Surrey. 020 8942 5151 (PB)

## LOTUS ELAN



**1969, £60 the lot.** Drive shafts in good condition, rear discs ok, needs small skin due to rust, seat runners after marks not sure. Inc P&P to UK only. Scotland. 07860 658595 (SN)

## MAESTRO WORKSHOP MANUALS

**£POA.** Haynes No 922, MG Maestro 1600 and/or Austin Rover Part No AKM 5323 (4th edition), issued 1986, MG Maestro 2.0 Efi. Offers to cover postage please. Cumbria. 01539 561574

## MAGAZINES FOR SALE

**£POA.** Titles include Practical Classics, Vintage Road Scene, Bus and Coach Preservation and others. Good condition, cash only, buyer collects. 50p each or 5 for £2. Suffolk. 07746 071361

## MANUALS

**From £3-£7 each + p&p.** Renault 5 Gordini and R5 Alpine Haynes owner's repair manuals (72-83/85). Rare as hen's teeth. Good condition, £7 each + p&p. Also other Renault Haynes manuals, from 4/6/9/11/12/14/16/19/20/21/25 and Clio Mk 1, petrol/Clio diesel Mk II and Laguna P&D Mk 1. Autoboos. Renaults 4/5/12/16, 6C. Overseas postage extra. Hampshire. 07867 813213 (RB)

## MANUALS

**£POA.** Peugeot diesel 405, Austin Metro, Bedford CF Petrol, Including CF 2. All cheap to clear. Norfolk. 01362 697278

## MANUALS/HANDBOOKS

**From £5 plus postage.** BMW 501, Opel Commodore, Cresta/Velux, Renault 16, Humber Hawk, Austin A60, Princess Allegro, Landrover S1, Bedford, Mini Clubman, Rover 2000, Rootes 1725. Kirkudbrightshire. 01556 474335

## MECCANO MAGAZINES



**1959, £15 the lot!** 10 from 1959, all in superb condition, full of childhood nostalgia, Dinky toys and model railways, They would make a nice Christmas stocking filler. Essex. 01277 500568 (SN)

## MERCEDES BENZ CLUB GAZETTES

**£100.** 1981-2011 31 Years Issues. Derbyshire. 01773 835462 (BM)

## MG ENTHUSIAST MAGAZINES

**£Offers.** Complete set from first issue, volume 1, 1983 to 2012. Up to 2004 in binders. Will not split. Buyer collects. Nr Cheltenham. Gloucestershire. 01451 824223

## MG TUNING + MAINTENANCE MANUAL

**1961, £20 ono.** Series A + Magnette, unmarked with dust cover. Hampshire. 01252 681156

## MG WORKSHOP MANUAL

**£POA.** Blowers, tenth edition, dust cover tatty, offers please. Oxon. 07891 804504

## MILITARY MACHINES INTERNATIONAL

**£25.** Monthly magazines. All copies up to about 6 months before it ceased publication. Stored in dry conditions, so good condition. Buyer collects (about 4 minutes from Junction 1, M18). South Yorkshire. 07711 956049 (RB)

## NSU PRINZ 4

**£30.** Workshop manual, used condition. £5 p&p. Fife. 01383 735721

## PERKINS V8 ENGINE MANUAL



**£8 + p+p.** As fitted to Cargo, nice condition. 01482 374376 (SN)

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## PETE'S OLD TIME STOCK CAR SCRAP BOOK

**£23 Plus £2 P&P.** Cambs. 01223 207324 (SN)

## SEDDON ATKINSON A3/11

**£Offers.** Multi wheelers workshop manual, 3 of. 07985 691137 (SN)

## SERVICING DATA

**£9 plus postage.** Two manuals of car servicing data covering 1200 car and van models, from 1957 to 1975. Over 70 British, European, Japanese and Australian makes. More than 500 pages. Well used, but complete. Nottinghamshire. 01909 721464 (RB)

## SHERPA SERVICE MANUAL

**£30.** For City 200-230-250-255-280, vgc + £5 p&p. Fife. 01383 735721

## SKODA

**£4 plus postage.** Book 'The True Story of Skoda' by Dave Randall, hardback, 176 pages, a must for Skoda enthusiasts, would make an ideal Christmas gift. Notts. 01909 721464

## STOCK CAR RACING

**£POA.** 2 books, The Trill of the Century 160 pages and Pete Tucker's Old Time Scrap Book 100 pages, stories and pictures of the 50's & 60's - The only books like it, good Christmas Present. Cambridge. 01223 207324

## THE AUTOMOBILE MAGAZINES

**£50.** Complete set, issue 1 1984 to date. Collection 1960s, 1970s sales brochures 23, £80 lot. Classic Mini brochures £8 each + p&p. Northumberland. 01289 331716

## "THE SCHLUMPF OBSESSION"



**£18 plus p&p.** By Denis Jenkinson and Peter Verstappen. The story of the most famous car collection in the world (now the Mulhouse Motor Museum). Mint condition, would make a superb present!. Surrey. 020 8942 5151 (PB)

## THE THRILL OF THE CENTURY

**£23 Plus £2 P&P.** The true story of the first 10 years of UK stock car racing. By Pete Tucker. 160 pages-you will not believe it!. Cambs. 01223 207324 (SN)

## THOROUGHbred & CLASSIC CAR MAGAZINES

**£40.** 1981-1999 - 118 Issues. Can detail Individual Issues if requested. Derbyshire. 01773 835462 (BM)

## VARIOUS

**Various.** 23 rail magazines, 1962 to 1964, £30 the lot. Ford Haynes, 1980, 1990, XRJ, £10. Ford handbook, MR 2, £15. Ford Cortina Mk 3 badge, boot £10. AA badge, £25. Surrey. 020 8641 4238 (RB)

## VARIOUS WORKSHOP MANUALS

**£POA.** Scania, Leyland, Bedford, Volvo etc. Detroit V6/V8 engine tools & manuals, Leyland Reiver transfer box. 01299 822995 / 07860 268800 (SN)

## VAUXHALL 14/6



**1950, £35.** Owners handbook. Was registered No. ETB 590 could be JSV 237 believed in Lincolnshire. Complete with first test certificate and identification plate. Chassis No. JIB 7170, Engine No. J8196. Lancashire. 01257 450046 (PB)

## VAUXHALL CHEVETTE FACTORY WORKSHOP MANUALS



**£20.** 01548 842170 (SN)

## VAUXHALL SERIES PA

**£15 each.** Two service training manuals: 1 - electrical equipment, ignition and instruments; 1 - 138 cu in engine & clutch, good condition. Plus £5 p&p. Fife. 01383 735721

## VOLVO 120 AMAZON FACTORY WORKSHOP MANUALS



**£60.** Lubrication engine b18 b20 electrics clutch gearbox overdrive prop shaft axle brakes steering suspension body instruments + handbook. 01548 842170 (SN)

## VOLVO F88



**£Offers.** Workshop and service manuals. Also covers certain parts for 86-F10, N10 and N88. West Midlands. 07836 514189 (PB)

## XF 150 AND XK150 'S'



**£45 plus p&p.** Original main dealers spare parts catalogue Volume 2 (body items). 240 pages of illustrations and part numbers. Absolutely complete and virtually un-marked condition. In excellent embossed original binder. Not a re-print or repro!. Surrey. 020 8942 5151 (PB)

## LITERATURE AND INFORMATION WANTED

### OWNERS HANDBOOK

**Wanted.** For Austin Montego 1.6L. Oxfordshire. 01295 258792

### TRUCK PHOTOS

**£70p per photo, Wanted.** Of Scottish and English hauliers, must be in colour, size 6x4. Perthshire. 07549 674470

### USER GUIDE

**Wanted.** For Radiomobile AKB 20 combination radio/cassette. Bucks. 01753 884291 (PB)

## CARS WANTED

### 1 TONNE DUMPER TRUCK

**Wanted.** Kent. 01795 842374

### ALL FORD RANGER TRUCKS



**Wanted.** Any year petrol or Diesel mot or not we collect good prices paid. (T). 07775 998628 (JW)

### ALL NISSAN CABSTAR TRUCKS



**Wanted.** Any year condition running or not top prices paid we collect all over UK. (T). 07775 998628 (JW)

### ALL TOYOTA HILUX TRUCKS



**Wanted.** Petrol or diesel two or four wheel drive clean or rusty top prices paid. (T). 07775 998628 (JW)

## ALL VAUXHALL BRAVA TRUCKS AND ISUZU TRUCKS



**Wanted.** Any year clean or rusty we are very good buyers. (T). 07775 998628 (JW)

### ANY CLASSIC CARS

**1950, Wanted.** Doesn't matter on condition. Sierras, Anglia, Poplar, Cortina, Fiesta and so on; Mid Glamorgan. 01656 736490 (RB)

### AUSTIN 55/A60 VAN

**Wanted.** Would prefer a Road Worthy Runner or a Light Restoration Project. Private Buyer-Will Travel. Notts. 07932 948153

### AUSTIN K6

**Wanted.** Any condition, please call. East Lancashire. 07775 598237 (SN)

### AUSTIN-HEALEY FROGEYE SPRITE

**Any year, Wanted.** Any year or condition, also engine and any other spare parts. Durham. 07467 261146

### BEDFORD MOTORHOME

**Wanted.** 2 or 3 Berth-with straight small cab. Must be clean & tidy and road worthy. Norwich. 07854 241177 (SN)

### BOND MINI

**1950/60, Wanted.** 3 wheeler car for restoration, complete or not, must have engine or parts with it. Also wanted workshop manual for Bond Mini. Lancashire. 01617 406106

### BREAKDOWN / RECOVERY TRUCK

**Wanted.** Late 20's / early 30's in fairly good condition, must fit normal car entrance for height. Cheshire. 01613 039127

### CARAVAN

**Wanted.** Small (cheapish)!! Lightweight, with access to carry a motorcycle (with door at rear). 1 or 2 berth. Needing little work no problem! Been standing, etc. Clwyd. 01978 842668 (RB)

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## CITROEN DS

**Wanted.** Prefer RHD, MANUAL, Push button model, but any examples considered from spares and repair to running restoration, I will buy panels, job lot of spares, and does anyone have info regarding the conversion of a saloon to a convertible. 07789 274732 (SN)

## FIAT PUNTO

**Wanted.** From 1997 to 1999. With or without MoT. Must be cheap as on benefits. £100-£200. Caithness. 07763 435984 (PB)

## FODEN 8 WHEELER

**Wanted.** 580/3 or Haul Master. Vale Of Glamorgan. 07889 671083

## FODEN 8X4

**70's/80's, £Negotiable Wanted.** Foden 8 wheeler with/without MoT. Quick sale for right vehicle. Can collect, would prefer tipper, but not a problem W.H.Y. (Private). Would like 180/12 SPD or R/ Royce or any vale of Glamorgan. Bridgend. 07889 671083 (SN)

## FORD A OR B

**1931-1932, Wanted.** Model A or B hot rod less engine ebox no rubbish please. Would consider complete car. Goodprice paid for right car. Tel Bob. South Yorkshire. 07941 414504

## FORD CARGO

**1991, Wanted.** Tractor unit, 3828, cummins L10. Norfolk. 07850 112185 (SN)

## FORD CONSUL CAPRI/ ZODIAC

**1960's, £up to £7,000Wanted.** I would like to buy a Consul Capri or a Ford Zodiac (Z cars type) needs to be up and running. Lincolnshire. 07950 522574

## FORD ESCORT MEXICO MK1

**Wanted.** For restoration or two door shell for project over winter. Norfolk. 07500 709199

## FORD FIESTA XR2

**Wanted.** 1.6 OHV Kent engine. Preferably in good working order. Derbyshire. 07956 296418 (SN)

## FORD SIERRA

**Wanted.** Diesel or Ford Granada, diesel or Vauxhall Victor F-type. Herefordshire. 07528 642560 (PB)

## FORD SIERRA ESTATE

**Wanted.** Any model-must be running. Derbyshire. 07956 296418 (SN)

## FORD ZODIAC MK II OR MK III

**1958, Wanted.** Auto or manual. Must be roadworthy with good engine, box and diff. Happy to do bodywork and interior work. Also consider Rover P6 V8 auto, Velox, Cresta, 1954-1964, Austin Westminster, etc. Please ring Carl. Wiltshire. 07901 710129 (RB)

## FORD ZODIAC/ZEPHYR 6

**1960, £6,000-£7,000Wanted.** Must be good condition. Lincolnshire. 07950 522574 (RB)

## JAGUAR E-TYPE

**Wanted.** Prefer Series 1 or 2, in any condition, for retirement project. Genuine owners only please, no dealers or auctions. Can travel UK. Pay cash if preferred. Yorkshire. 07711 618175 (RB)

## JAGUAR E-TYPE S1/2

**Any, Wanted for my retirement.** E-type Jaguar series 1 or 2, roadster or FHC. Any condition and any UK location considered. Private buyer, no dealers or auctions please thank you. West Yorkshire. 07711 618175

## LAND ROVERS



**Wanted.** Any condition, diesel, petrol clean rusty top prices paid. We buy all land rovers(T). 07831 589763 (MC)

## LANDROVER FREELANDER

**1990, £650Wanted.** I'm looking for a Freelander 1990's onwards. Petrol/Diesel, manual box with some MoT on it. 07511 796739

## LDV WALKTHROUGH VAN

**Wanted.** L or M reg, running or not, body work needs to be good, can collect. 07979 042444 (SN)

## LOMAX 223 KIT CAR

**Wanted.** Or similar, restoration project considered. Midlands. 07730 269413 (SN)

## MERCEDES 107 SL

**Wanted.** With V8 engine. Late model, original car with history. Realistic budget available. Will travel. Lancashire. 01704 893251 (RB)

## MERCEDES DIESEL PONTON

**1950, £Up to £9,000Wanted.** 180 saloon, early model 1953-58, any condition which could be MoT pass, true enthusiast will pay good price for right vehicle, no time wasters please. Cheshire. 01516 390149

## MERCEDES W123 ESTATE

**1981 - 1986, Wanted.** Mercedes 230 TE Estate W123 model, must be automatic. Will only buy a rust-free model either a restored or original example enthusiast. Will travel, cash is waiting for good example. Up to £9,000. Mersyside. 01516 390149

## MESSERSCHMITT KR200

**Wanted.** Bubble car in any condition, Messerschmitt, Heinkel, Isetta, etc, please call. West Midlands. 07858 705005

## MESSERSCHMITT KS200

**Wanted.** Bubble car, in any condition please, any type Messerschmitt, Trojan, BMW Isetta, etc, or if you know anyone who has one of these cars for sale, then I will be very grateful. Thank you. Please call Dave. West Midlands. 07858 705005 (RB)

## MG MIDGET (EARLY) OR FROGEYE SPRITE

**Wanted.** 948cc engine and gearbox. Please phone George. Durham. 07467 261146 (RB)

## MG TD

**Wanted.** Replica or similar, some work not objected to but no rusty rotten chassis. Engine or mechanical work no problem. 50 miles radius of Bolton. Lancs. 01204 574813

## MGB GT

**Wanted.** Does anyone know of my wife's MGB GT, 1974, Reg. No. ROC 60M, colour, Blaze. (Red/ Orange). She sold the car in 1995, to a gentleman, name of Tim Collins, from the Stamford, Lincs./ East Midlands area. She would now very much like to buy it back. Any information would be greatly appreciated. MGCC member. 01384 422178 (SN)

## MINI

**Wanted.** Auto or Manual. In good condition. Bristol. 07502 032532 (SN)

## MIXED CLASSIC VEHICLE

**Wanted.** Like an Austin Mini, Sprite MKIV, XR2, MGB Midget, Traveller, van, pick-up, Rover Mini, Suzuki Cappuccino, Herald conv, Stag, PA Cresta, MX-5 conv, Golf conv, runner or project, local please Cardiff. South Wales. 029 2062 6711

## MORRIS MINOR TRAVELLER

**Wanted.** Must be road worthy. If new wood is needed Not a problem. Cheshire. 01606 833409 (SN)

## MORRIS MINOR VAN

**Wanted.** Would prefer Road Worthy Runner or a Light Restoration Project. Private Buyer-Will Travel. Notts. 07932 948153

## OPEL MANTA COUPE

**Wanted.** Or Opel Ascona. Anything Considered. Cash Waiting. 07901 993292 (MC)

## PORSCHE 356

**Wanted.** Chesil kit car, do you have an unfinished Porsche 356 kit car, or the beetle parts required for one of this projects, a beetle doner car etc. 07789 274732 (SN)

## SAAB 96

**Wanted.** Anything considered, Running restoration, Spares/repair, Panels, or general spares W.H.Y. 07789 274732 (SN)

## TOYOTA HILUX SINGLE CAB 2003

**Wanted.** Rear canopy wanted in good condition. Bristol. 07502 032532

## TOYOTA MK 1 MR2

**Wanted.** Searching for a good low mileage late model Mk1 MR2 (1987 - 1990) must be rust free with service history, private enthusiast buyer willing to travel for reasonably priced car. 07803 042618 (MC)

## TRIUMPH HERALD 13/60

**Wanted.** Convertible. Privately, in good condition. Price and full details to Brian. Lancashire. 01704 576856 (RB)

## TRIUMPH SPITFIRE

**Wanted.** For braking. Wigan. 01942 223510 (SN)

## TVR VIXEN S2

**Wanted.** S3 or 1600M, if possible with MoT or needing minimal work to complete. Monmouthshire. 01600 716515 (SN)

## VAUXHALL NOVA SR

**1984, Wanted.** In any condition, Jamaican yellow preferred but any colour would suit, will travel anywhere. N Ireland. 07929 883159 or 02887 749521

## PARTS FOR SALE

### 12G 202 CYLINDER HEAD CASTING

**£20.** Bare, formerly on 1977 Clubman 1098cc, can post at cost. Essex. 01268 776990

### 16IN ALLOY WHEELS

**£220 ono.** Four off, refurbished, good tyres off MGF. Suffolk. 01728 724286

### 2000E 3 RAIL GEARBOX CASES

**£20.** With rods. Cortina Mk1/2 1300/1500 gearbox £30. English CWP4.125 £20. Escort RHD 2.2 ratio rack and pinion kit £10. Collection only. West Midlands. 07732 627300

### 335

**£450 ONO.** Engine, complete, removed from generator, good condition. Dorset. 01305 821911 / 07949 731753 (SN)

### 8 X COOPER S REMOTE BRAKE SERVOS



**£25.** Also fits many other cars of that year. East Yorkshire. 07979 406536 (SN)

### 850CC ENGINE GEARBOX



**1979, £1,200 ono.** Reconditioned, all extras, starter motor, alternator, carb/manifold, petrol pump, coil, distributor, plugs, leads, water pump, fan blades, clutch cyl, pot joints, heater valve. Lancashire. 07754 162342

### A SERIES

**£150.** Rad in good condition. Wiltshire. 07857 691108 (SN)

### AEC

**£POA.** Cab bumpers, head light panels, name boards, AEC engine and gear box. Lancs. 07538 717009 (SN)

### AIR FILTER, PLUG LEADS

**£12.** E.F.I., carbon look. 80mm fitment. Rover V8 Magnecor plug leads, blue, £40 inc post. Wirral. 07956 122483 (RB)

### ALL BRITISH SPARES

**1940, £POA.** Auto jumbler retiring, all stock for sale as one job lot, all in stackable boxes, all British cars, no panels, bargain price £750 ono, suit beginner. West Mids. 01215 747066

### ALLOYS 5 SPOKE

**£4 for £250.** Or a Volvo 940 Turbo. Has been fitted to a 240 Estate. 4 Matching Nankang 195/65 R15 91 V Tyres. Good Tread. No Offers. NSG Spare Included. Wigan. 01942 862679 / 07887 866326 (SN)

## APPLIANCE 8X14 SLOTMAGS

**£various.** Ford 4 bolt, M50x14 tyres £165. Centreline 51/2x15, Chevy £150 pair. Centreline 7x14 Granada/Mustang, £120 pair. Centreline copy 7x14 VW Beetle, £100 pair. Lancashire. 07855 542195 (PB)

## ASSORTED MX-5 MK1 PARTS AVAILABLE

**£POA.** Please call for more information. Lancashire. 07762 233331 (SN)

## ATE BRAKE PAD CLIP SET

**£various + P&P.** Vauxhall / Opel 127 1 set £3, girling brake pad tool ti 1081 rover p6 £5. Girling brake shoe return springs 1 set SR524 BMC Mini 1959/64 £3. Unipart front wheel bearings GHB 1288/129 Austin A35, A40 Sprite 1959/68 etc £5. 01306 884449 (SN)

## AUDI

**1990, £80.** Four stud alloy wheels, very good 205/60R15 tyres. Also registration A11UDT. Notts. 0115 938 4176

## AUDI 100 FOR SPARES

**£POA.** Please call with offers. Nottinghamshire. 01636 830391 (SN)

## AUSTIN 10

**1946, £Offers.** 8-10, various parts available including rebuilt engine. Also gearbox, doors, boot lid, bonnet, glass etc, surplus items, offers. Also Austin 12-4 radiator (recon). Staffordshire. 07790 519955

## AUSTIN 3 LITRE

**1969, £40.** Set of 4 wood door cappings, pair front door cards (light brown), 2 bumper overriders, o/side front window mechanism. Plus other small parts including new mushroom colour door trim, new door trim (rubber). Somerset. 01278 741610

## AUSTIN 7 BOOK

**1930, £20.** Parts catalogue £8. Owners handbook 1932 £8. Parts prices £4. Fan blade pulley & bucket assy £25. Top water outlet £7. Bottom £10. Front crank pulley £12. Small fan pulley £10. Brake shoes £20. H brake lever £5. Engine side plate £3. Beds. 07976 353953

## AUSTIN A35

**£Offers.** Van doors. Plain type. Very good condition. Sensible offers. Other assorted spares, ring for details. Wales. 01938 810809 (PB)

## AUSTIN MORRIS

**£60.** 850 engine, good runner. Cheshire. 01925 498822 or 07922 014697

## AUSTIN MORRIS 1100

**£POA.** Girling brake servo £5. Heater panel £5. Seat belts £5 each. Austin grill MK1 £25. Clutch slave cyl £4. Clutch master cyl £4. Brake master cyl £4. Collection only. Dorset. 01202 479510

## AUSTIN MORRIS 1100

**£5 each.** MK1 wheel trims. Austin hub caps £5 each. Morris hub caps £5 each. Witter tow bar £50. Rear wheel cyl £1 each. Rear trim bolster panel £3 each. Collection only. Dorset. 01202 479510



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## AUSTIN RUBY DOOR

**£35.** No glass or fixing. Suits Mark 2. Collect only. Uxbridge. Middlesex. 01895 237820 (RB)

## AUSTIN SEVEN PARTS BOOK.

**£8.** In the Thirties Book (Autocar) £15. Owner Handbook £8. Parts Prices £4. Fan blade assy with pulley and bracket £25. Top water outlet £7. Bottom outlet with gasket £10. Crankshaft pulley £12. Inlet manifold long £25. Short £25. Half shaft £5. Bedfordshire. 07976 353953

## AUSTIN-HEALEY FROGEYE SPRITE

**Best Offer For The Lot.** 2 doors, 4 side screens + bolts, 2 door locks, 1 alloy cockpit trim strip, 4 wire wheels, gauges, 1 windscreen pillar, 1275 gear box, 1 speedo, 1 rear axle for wire wheels, 2 race hardened half shafts, 1 bonnet catch, 1 service manual + parts list. 01243 555673 (SN)

## AUTO JUMBLE CLEAR OUT

**£10 each.** Space needed, car parts, accessories & manuals (to much to list please phone for details), any large items buyer collects, 13 heavy duty plastic crates 18" x12" x28" ideal for business, auto jumble or emigrating. 01306 884449 (SN)

## AUTOJUMBLE PARTS & ACCESSORIES

**£POA.** 13 heavy duty industrial plastic crates 18"x12"x28" ideal for jumbler or emigrating £10 each trailer 3 foot x4 foot with hinged lid on 10" mini wheels includes spare £200 empty o/s head lamp peugeot 309 1989/ £10, head lamp o/s vauxhall astra mk 1 £10, o/s head lamp proton 1990 £20, lucas alternator LRA475 nissan micra, sunny, cherry 1982/88 £25, alternator lucas LRA819 vauxhall corsa gte, vectra £25, acdelco alternator opel kadett 1969/78 £25, plus boxes of other parts please phone. Surrey. 01306 884449

## AXLES TO FIT BEDFORD CF

**£POA.** Loss of storage. To fit Bedford CF twin wheel complete. Rover SD1.2.3 complete. Escort Mk 1 or 2 complete. Bedford CF Mk 1 diff and d/s. Bedford CF2 D/S wing and inner panel. Rover SD1 front legs complete. South Glamorgan. 029 2041 0282

## BEDFORD J1

**£100.** Front brake wheel cylinders. One pair. In very good condition. No pitting. Fitted new Lockheed seals. Can post extra. West Midlands. 07808 855076 (PB)

## BMC B SERIES ENGINE

**50,000 miles, £200.** 1800cc, std bore, head off for inspection, new rings fitted. Gearbox £50. Lancs. 01524 843902

## BMW

**£100 ono.** 16in alloys with tyres, good condition. £150 ono. Also 3 Series, 98 onwards, coil springs, as new, never used, £100 ono. 07985 691137 (after 17.00 please) (RB)

## BMW ISETTA

**1960s, £250.** Chassis, in good condition. Lancashire. 01613 556649 (RB)

## BRAKE SHOES

**Various + P&P.** (rear) Mintex MFR3964 Alfa Romeo 33 1700ie etc 1986on 1 set £5. Belaco LS187 Austin Healey Sprite, MG Midget 1963/67. BL Metro & Mini range 1959/1980 1set £5. (Front) Belaco LS242 BL Mini 850 & 1000 etc 1965 on 1 set £5. (Rear) Ferado FSB268 Citroen ZX (Bendix) 2 / 1994 on. Peugeot 306 1.8xt 7/1993, 405 all models 1 set £5. 01306 884449 (SN)

## BSA RACING WHEELS

**£240.** 2007. 4 alloy wheels, 2 brand new, 2 part worn tyres, 195/50R15, 4 stud wheels, off Suzuki Ignis, + all studs, will fit other vehicles but don't know which, no offers. Lancashire. 01942 521859

## CAPRI MK1

**1970, £40 pr.** Fibreglass front wings, new old stock, collection only. West Midlands. 07732 627300

## CITROEN PARTS NEW & USED

**£POA.** 2 CV6/ Diane/CX. Worc. 01905 620839 (SN)

## CLASSIC CAR BITS

**£5.** For the job lot instead of throwing them away. Odd items in 2 small tins. Includes wing mirror, 2 wipers, Triumph manual etc. Can send photos. Wolverhampton. 07983 107662 (SN)

## COOPER AIR IN TAKE COMPONENT



**£40.** To fit late Cooper. 07979 406536 (MC)

## COVENTRY CLIMAX WATER PUMPS



**£350 each £600 pair.** (Imp type) from fire engine, with box spares including pump parts, manifold, starter pulley, carry handles, complete carb etc, for use and restoration. Devon. 01404 46570

## CRANKSHAFT



**£200.** For 1600 Xflow, 711M, Tufrided, Std/Std. Little use then not used for many years, dry stored and in good condition. Buyer collects. Oxfordshire. 07419 128562 (SN)

## DODGE DAKOTA

**£30 + postage.** In channel window deflectors, 1977-2004. Surrey. 01252 705024 (PB)

## DODGE DAKOTA

**£120 + postage.** Medium grey cut pile carpet (in box, new). 1997-2004. Single cab. Surrey. 01252 705024 (PB)

## DUNLOP GOLDSEAL TYRE

**£25.** C41 600x12, 4 ply rating, tubeless. buyer to arrange delivery. Fife. 01383 735721

## E TYPE CARBS

**£POA.** Jaguar 16in alloys 4 tyres, 16in lattice alloys, new Pirelli 16in P6000, new E-type f/bumper, XJ6 rear 1/4 panels, XJ6 stainless down pipe, rear radius arms, breaking X300, XJR, 17in alloys new tyres, Jaguar leather interiors. S Yorks. 01226 297411

## E21 3 SERIES BBS FRONT SPOILER

**£20.** With cut outs side lights. 01548 842170 (SN)

## EDWARDIAN HEADLAMP



**£Offers.** For restoration. Bedfordshire. 01234 213871 (RB)

## ELECTRICAL DOOR MIRRORS

**£20.** To fit Series 3 XJ6 with control switch, wires cut so no loom plugs. Suffolk. 07793 362808 or 01728 832225

## FIAT 127 SUPER

**£130.** New old stock. Front bumper. Bought but never fitted. Suit De Luxe model. Cost £78 in 1990. Buyer collects or pay delivery. Hampshire. 01329 285160 (RB)

## FIESTA 105E MK1

**1966, £30.** Front screen and rubber. New clutch kit Mk1 1.1 £35. New clutch kit 1.6 ohc 72-76 £35. Both kits are Ford OE. Phone evenings. Hampshire. 01962 734721

## FIESTA PARTS MK1

**£265 ono.** 1.1 Kent engine and mod head for leaded fuel. Four wheels with good tyres and wheel studs for them. Front legs with springs etc. Also more spares. Suffolk. 01502 471988

## FIVE XJ6 PEPPER ALLOY WHEELS

**£Offers.** Four escort wheels, two mistral alloys. Two steel, all wheels in good condition with good tyres. Buyer collects. Wales. 01656 783256 (SN)

## FORD CAPRI ALLOYS

**£75.** 1600 cvh engine, £150. Cortina gearbox, £50. Jack, £10. Rostyles (4), £20. Front uprights and brakes, £50 pair. Sierra diff, £60. Carmarthenshire. 01570 480149 (RB)

## FORD CAPRI MK I

**£165.** Four original wheels and hub caps, in excellent condition, with four as new Goodyear Grand Prix S 165 SR 13 tyres. Lancashire. 07754 747616 (RB)

## FORD CAPRI MK II

**£325.** Genuine n/s passenger front wing. Stored in loft for years, never fitted. Stick got factory sticker. Lancashire. 07754 747616 (RB)

## FORD CAPRI MK1

**£POA.** All parts except bodyshe'll, doors, bonnet, bootlid glass, interior etc etc plus engine 1600 cross flow transmission axles etc. Also pass side door MK1 escort 2 door. Ashley exhaust RS 2000. Angus. 07944 280702

## FORD CORTINA 1600E

**£Various.** 32 DFM twin choke Webber, v.g.c., £150. Mk II front grille. Wipac lamps, badges, v.g.c., £100. Chrome wheel nuts set, £25. Staffordshire. 07534 384101 (RB)

## FORD CORTINA 1600E

**£100.** Leather s/wheel, exc condition. (Fits Anglia, Corsair etc). 1600E Wipac lamps, bracket, grill, £100. Genuine 1600E/GT 32 DFM twin-choke, vgc, £150. Chrome wheel nuts £25. Staffs. 07534 384101

## FORD CORTINA MK3



**£250.** Rear window louvre. Very rare item. Not Autoplas, unusual design. Derbyshire. 01246 232753 (PB)

## FORD ESCORT

**1980-86, £200 ono.** Factory replacement roof glass as new still in package. North London. 07985 691137

## FORD ESCORT CORTINA 2 BITS

**£POA.** Mexico 1 carb, Cortina 2 carb. S/H from running engines, cort overriders. Escort 1 rear shocks plus mount bar. Front wing mounting rail. Granada 3 suspension, new front. W. Sussex. 01243 814826 (SN)

## FORD ESCORT COSWORTHY

**1992, £100.** Rear thermostat housing, thermostat, and connecting hose. Fins codes 1658568, 1668305, 2000220 Respectfully fits Escort Cosworthy 1992. Forward facing heater nose outlet. Suffolk. 01502 741073

## FORD ESCORT MARK 1

**1974, £600.** 1300 engine and gearbox. All original but engine fully overhauled. Lancs. 07763 909322 (PB)

## FORD ESCORT MASTER CYLINDER

**£POA.** And remote reservoir. X flow inlet manifolds for twin carbs. New Escort clutch cable. 5-6 'Aluminium wheels with tyres - fit Fords. Worcestershire. 01562 67309 (SN)

## FORD ESCORT MK IV XR3I

**1990, £Offers.** Timing belt kit inc water pump and idler, track rod ends, Powerflex bushes for rear, exchange alternator, head lamps lenses for driving lamps, length of Ford upholstery cloth, etc. Shropshire. 01961 778740 (RB)

## FORD ESCORT MK1 OR MK2 VAN,

**£Offers.** Pair of rear lights for sale, please call. Bristol. 01454 412459 (SN)

## FORD ESCORT MK3

**£25.** Headlight switches/steering column switchgear, both side excellent condition, pair came from low mileage car. Also bumper trims and clips, some new. London. 07999 835380

## FORD ESCORT MK3

**£250 the lot.** Heater fan & ballast resistor, Piper exhaust system fits MK3/4 Escorts, pair of Girling rear shocks, twin choke Weber, new boxed master cylinder, rear brake drums, wheel bearings, s/h washer bottle & motor, few other odds & ends in boxes. London. 07783 149847

## FORD ESCORT TOW BAR



**£35.** Fits saloon or estate. East Yorkshire. 07979 406536 (SN)

## FORD ESCORT/ORION

**£50 no offers.** 81-86 metal wheel trim rings as new, still boxed, never used. 07985 691137 (SN)

## FORD FIESTA ORION ESCORT

**£30.** Front wheel hub bearing assembly, part number 6517014 91AB1104BE, new old stock. Avon. 07855 376107

## FORD FIESTA PARTS



**£25.** Parts include indicators, lights, locks, starter motor, mirrors, fuse box, loads of bits too much to list. East Yorkshire. 07979 406536 (SN)

## FORD FIESTA/ESCORT

**£160 ono.** CVH engine Ford Clutch kit as new, still boxed. North London. 07985 691137

## FORD GRANADA GL MK2

**£POA.** Diesel. Peugeot engine, hatchback, been in garage unused since 2006, near York, space needed. North Yorkshire. 01904 768494

## FORD MK 4 ESCORT PARTS

**£various.** 1 pair front door mirror (mat black) £10, 1 pair front door electric window regulators £15. 01306 884449



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## FORD MONDEO

**£60 the lot.** Door nearside front in primer. Front suspension leg nearside. Radiator. All A1 condition. Will fit W, X, Y reg. Will split. Worcestershire. 01902 678937 (RB)

## FORD MOTORCRAFT

**£30 each.** Water pumps, new old stock, EPW 32, EPW 67, EPW 40, EPW 68, EPW 48, EPW 79. Please phone for details. Avon. 07855 376107

## FORD PARTS

**£120.** Compermotives alloy wheels, 8in x 13in, three piece. Ford Sierra 3.9 diff £50. 01743 247509

## FORD SIERRA

**1985, £30.** Air cleaner assembly, part number 6156615, for fully closed crankcase vent on Pinto ohc engine, new old stock. Avon. 07855 376107

## FORD SIERRA

**£265.** Type 9 gearbox, 5 speed, suitable for many sports and saloon car conversions. Lothian. 01313 432574

## FORD SIERRA GHIA PARTS



**£POA.** 4 165HR13 wheel and tyres. 3 Goodyear Grand Prix H, hardly used. 1 Michelin XV52, unused spare. Also 1 Pepperpox Goodyear Eagle NCT2 195/60R14 86H, tyre as new. South Yorkshire. 01302 853565

## FORD SIERRA PARTS

**£POA.** Front spotlamps that are built into front bumper (Ghia models). Also handbook in leather bound folder. Does anybody know of a Ford Sierra Club? Cambridgeshire. 01945 772744 (RB)

## FORD SIERRA TYPE 9

**£285.** Gearbox, 5 speed. Suitable for many sports and saloon car conversions. Lothian. 01313 432574 (RB)

## FORD SIERRA TYPE 9

**£265.** 5 speed gearbox, suitable for many sports and saloon car conversions. Lothian. 01313 432574 (RB)

## FORD TRANSIT

**£140 ono.** Mk2 rear road springs (2). Brand new gen Ford 3 leaf heavy duty. Staffordshire. 07770 837133 (SN)

## FORD TRANSIT

**£25 ono.** Transit Mk 6 pickup tow bar. Staffordshire. 07770 837133

## FORD TRANSIT PETROL

**£open to serious offers.** 1986-91 OHC tank gauge unit as new never used. North London. 07985 691137

## FORD/MOTORCRAFT

**£POA.** Clutch kits, new old stock. ECK 1100, ECK 1352, ECK 216, ECK 1025, ECK 1411, ECP 218, ECK 1345, ECD 1147, ECK 1413. Phone for prices. Avon. 07855 376107

## FOUR CHROME WIRE WHEELS

**£POA.** Tyres to fit XJS XJ V12 E Type, Jaguar Mark I Early front grill 8 flutes. Three MGB wheels, Two air filter boxes. Gearbox cover. Essex. 01245 474373

## FULLER GEAR BOX.

**£225.** RTO 610. North Lancs. 01524 241994 (SN)

## GARDNER 180 ENGINE

**£POA.** Good runner. North Lancs. 01524 241994 (SN)

## GUY VIXEN



**1938, £250 + carriage.** Radiator in very good condition. Could be sent Palletline or similar at cost, would be approx £30. Herefordshire. 01989 750316 (PB)

## GETRAC GEARBOX

**£POA.** Brand new purchased by me, 5 speed, and bell housing kit to fit Jaguar V12 about 10 years ago but owing to health reasons was never fitted, ring after 7pm. N Ireland. 028 8167 1450

## HILLMAN AVENGER

**£POA.** Round bonnet badge pair Hunter GT rear pillar badges, pair Hunter door scripts, Hunter type gazelle scripts and boot badge, Hunter Minx boot badge, all new Rootes. W Sussex. 01342 713356

## HILLMAN AVENGER HEADLIGHTS

**£20 each.** Many other Hillman Avenger parts available. Middlesex. 07809 244870 (SN)

## HILLMAN IMP

**1970, £15 to £40.** Chrome bumpers from good condition to need rechroming. 2 engine block + heads etc £100 ono. 2 newish Solex BTE SGD £50 ono. Suffolk. 01440 760966

## HOLLEY 700 CFM 4150 CARB

**£300.** No 0-4778-7. Never used. Kent. 01732 883983 (SN)

## HUMBER SCEPTRE

**1974, £1,725.** Holbay head fitted to original engine, basically condition 2 car in need of tlc, MoT/tax exempt, some history, haze blue, phone for further details. Notts. 07518 143385

## IVECO AIR BRAKE FOOT



**£25 + p/p.** Valve brand new. 01482 374376 (SN)

## JAGUAR

**£POA.** Jaguar E-type triple carbs. E-type Series 2, front bumper. New dash parts steering rack. LHD. Mk 10 3206 triple carbs. Rear diff 3.34. Ser 1, 2, 3 rear 1/2 tank covers. New rear radius 16 inch alloys. Various Jag size tyres. South Yorks. 07952 230714 / 01226 297411 (PB)

## JAGUAR

**£POA.** Breaking X300, XJR6. All parts available. Jaguar tyres, 15, 16, 17, 18 inch available. 16, 17 inch alloys. New E-type front wing, slight damage. 5 speed Getrag box. XJ6 1/4 panels as new. Series II E-type manifold for carbs. 3.34 diff. Yorkshire. 07952 230714 / 01226 297411 (PB)

## JAGUAR

**£POA.** 16" Lattice alloys. 16" dimple alloys. Good Jag second hand tyres. XI 16" new pirelli. E-type triple carbs. 5 speed gearbox. New E-type bumper. Jag diff. 3. 34. Breaking X300 and XJR. S Yorks. 01226 297411 / 07952 230714 (SN)

## JAGUAR C-TYPE GRILLE



**£Offers invited.** Little bent and requires work. 07849 615354 (HP)

## JAGUAR E TYPE SERIES 3

**1973, £120 ono.** 3 wire wheels, fair condition. Warwickshire. 07711 110040 (RB)

## JAGUAR E TYPE SERIES 3

**1973, £50.** Four wire wheel spinners, non eared and removal tool. Warwickshire. 07711 110040 (RB)

## JAGUAR MKII

**£49.50 + postage.** Four chrome hub caps with "Jaguar" insets. Good conditions, no dents / scratches. Warwick. 07798 502477

## JAGUAR TYRES AVON

**£150 The Lot.** 205-70-15-95H on 4.2 steel wheels. 2 nearly new, other 3 lots of Wear 5MI etc. Middx. 07809 244870 (SN)

## JAGUAR XJS

**1995, £100 each.** Front and rear clips, complete plus bonnet. Notts. 07960 476648

## JAGUAR XK140

**£POA.** Two rear leaf springs in good condition, reasonable offer invited. Somerset. 01761 470607

## JAGUAR XK140

**£POA.** Large quantity of parts including complete matching engine and gearbox, radiators, starters, dynamos, wiper motors, gearboxes, lights, steering wheel, horns, jack, propshaft etc. Ireland. 0035387 6660023 (SN)

## JEEP CHEROKEE SPARES

**£POA.** Phone for your requirements. Leicestershire. 01530 230013 (SN)

## LAND ROVER

**1984, £80.** Rear hard top by Ifor Williams, to fit with 90 truck cab. Good clean condition with rear lift up lid. Staffordshire. 01902 850839 (RB)

## LIGHT DELAY UNIT

**£6 free postage.** Interior light delay unit. (Light remains on for 10 seconds after closure of doors). Unipart N' GAE 194. Made by Lucas. Unused in original box with instruction sheet. Notts. 01909 721464 (SN)

## LOTUS ELAN



**£30.** Two chrome mouldings for body work Elan models. 57 1/4 long, good condition. Scotland. 07860 658598 (SN)

## LOTUS ELAN JAGUAR

**£100.** Pair of rear oval lights with new lenses, complete and super condition. New lockable petrol cap £40. V12 to ZF trans £150. Wilts. 07742 522371

## LUCAS 11AC 1573



**£50 ono.** 24 volt alternator, new old stock. Yorkshire. 0113 255 4885

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## LUCAS CSI



**£5.** Points, distributor cap, condenser, stabiliser kit. Devon. 07743 783797

## LUCAS LR6



**£85 ovno.** Ideal Christmas present for Grandads classic car. 2 Lucas long range LR6 lamps. Both in lovely working order and condition. Includes postage and packing. Gwent. 07706 389672 (PB)

## LUCAS RED LAMPS



**£85 pair inc p&p.** L551 for Rovers, as new never used. Essex. 07794 775973

## LUCAS STARTERS/ALTERNATORS

**£POA.** To fit 70s-90s vehicles, all Nos. Call see what I have. N Yorks. 01423 709175

## MANTZEL FLOWMASTER

**£300.** Brand new, never used. The buyer must collect. West Midlands. 01543 378719 (PB)

## MBG GT SPARES

**1971, £POA.** From engine bay and interior. Tow bar, complete front bumper. All good condition. Ring for individual prices or job lot price. Cornwall. 01726 63414 (PB)

## MERCEDES 123 ESTATE 200

**1982, £POA.** Breaking. Good tailgate. 4 and 5 speed manual gearboxes. Mercs 1968 108 MB Tex, blue seats, £100. Essex. 07795 575962 (RB)

## MERCEDES GEAR BOX & BELL HOUSING

**£60.** For W110 & W111-Synchro Chipped. Essex. 01702 553711 (SN)

## MERCEDES-BENZ 113 PARTS

**£POA.** Hard top chrome mouldings, outer door and wing mouldings chrome and aluminium, inner and outer sill mouldings, brake calliper kits, kingpin kit, door swan neck mouldings, various bearings and many other spares. 01773 835462 (SN)

## MERCEDES-BENZ PAGODA W113 PARTS

**£POA.** Brake servo (reconditioned), 12 months guarantee. Also Tonneau Cover Lid, rear lamps, lenses and surrounds (all types), head lamps and glasses, front sub frame mounting kits outer door handles, speedo head (mph) rev counter, fuel gauge, front brake discs and pads (unused). Heater radiator. Tonneau Cover Lid. Derbyshire. 01773 835462 (BM)

## MERCEDES-BENZ THRUST RING



**£40.** New old stock, original part no. A 346 356 14 15. Durham. 01325 482936

## MG MIDGET

**1973, £190.** Totally as new of wing for RWA slim bumper. Been fitted and painted red. Fitted in error. Also excellent boot lid for same with keys £45. Essex. 07543 328498 (PB)

## MG MIDGET

**1967, £850.** Engine 12V bored 1330. Cooper 'S' spec head. 13/4in S.U. on original Titan manifold. Kent cam MD256 m/road, electronic ignition, rev-limiter. Sports exhaust manifold. Alternator. Oil cooler. Alloy r/cover. S/motor. Essex. 07543 328498 (PB)

## MG MIDGET

**1966/67/68/69, £POA.** Pair Midget half shafts complete with wire wheel hubs V.G.C £65 the pair. Single half shaft £25. Midget front valance S/H but service-able £25. Other parts please phone. Essex. 07543 328498

## MG MIDGET

**1970, £20 each.** New front shock absorbers, two front door quarter light assemblies, used, in good condition. Devon. 01822 855858

## MGA ROADSTER

**1958, £290 ono.** Near-side door, off-side door, both good condition. MG Midget door handles £24. Snap-on speed brace £20. Midget front new breaker bar. Please no texts. Buckinghamshire. 07580 862589

## MGB GT BODY SHELL

**1986, £395.** Part bead blasted. Complete with rear axle and springs. Somerset. 01823 664828 (RB)

## MICHELIN ZXZ TYRE

**£30 no offers.** Morris (1000) unused, 14in, rare, with sticker on it, on a rusty Minor rim, tyre mint condition no cracks. V5. For split screen car, Morris late 50s. 01779 670009

## MINI 1275 GT

**£POA.** Original Denvo steel wheels, front bucket seats. Also rear seats cover in black vinyl including single door panels 4x Clubman chrome centre hub, as new. Somerset. 01458 834140

## MINATOR ALLOY WHEELS

**£250.** Set of four with tyres 55in/14 (4in PCD), Minilite copies, excellent condition, as new. Suffolk. 07752 847468

## MINI COOPER S 1275

**1971, £Offers please.** Mk III Downton Stage 3 tuned engine and gearbox. Not run since 1980. Dry stored. Also Downton badge, as new condition plus handbook. Carmarthenshire. 07768 066149 (RB)

## MINI COOPER S ENGINE & GEARBOX

**£600 ovno.** 11 stud stripped. Engine No. 12H-1991-1. Mowog No. on block 12G1279. Box No. 2261128. Mowog head No. 12G940. Lincolnshire. 01406 364197 (RB)

## MINI FRONT SUBFRAME

**£POA.** Sale or swap. It's a later dry single top mount from 80s on, blasted and painted as new. I need earlier subframe for a Mk1/2 model, dry please. Also rust free 80s Mini doors, complete and pair and rust free boot for sale 80s. 01225 852852

## MINI FULL ROLL CAGE



**£150.** Good condition. East Yorkshire. 07979 406536 (SN)

## MORRIS



**1933, £100.** Flashing direction signals. Double sided. Red, amber, green lens. 6 inch x 4 inch. Declared illegal 1933. Surrey. 07968 659967 (PB)

## MORRIS 8HP

**1934, £50.** Opening windscreen complete with slide adjusters. Gearbox 3sp £55. Engine parts manifold cut out £9. Pr trafficators £30. Handbrake lever £5. Brake drums £20. Brake back plates £10. Rear hub 6 stud £10. 4 new wheel discs with fixing £50 set. 3 finger propshaft drive £10. Beds. 07976 353953

## MORRIS MINOR

**£POA.** Bonnet base £20. Ford workshop manual £15. Mk 2 £600. Cortina Mk 4 boot lid base £10. 0-1 micmore and 0-0 as new £30. Mic 0.25 carriage tip £25. Surrey. 020 8641 4238 (PB)

## MORRIS MINOR PARTS

**£POA.** Various chrome items, Hub caps, handles, mirrors Etc. Call for details. Newcastle. 07843 015586 (SN)

## MORRIS-COMMERCIAL

**£1,450.** Enough parts to build a 1947 LC. Excellent cab etc. All mechanical bits. Many duplicated, no rear bodywork. Dry stored in France. (No paperwork). France. 0033549077638

## MORRIS-COMMERCIAL LC5

**£100.** 1956. Stripped engine + gearbox-front axle and rear axle all from 2.2 petrol model. Essex. 01268 754439

## MORRIS-COMMERCIAL LD

**£100.** 1960s/70s. New exhaust silencer, two bottom hoses. Seat base box, fibre glass front wing o/s, two inner rear wings plus other small odds & ends. Essex. 01268 754439

## NEW ALLSPEED

**£Over £1,300.** Subframe, drive shafts, all mounts, plates, new clutch, starter motor, gear linkage, loom, alloy sump, Redtop 20l engine complete, stripped for rebuilt, 5 speed gearbox, open to sensible offers. Middlesex. 07920 008261

## NEW HEADGASKET SET

**£POA.** For MK1 Cortina 1200 - 1500 £10. Also new waterpump Rover SDI 2.6 £10. New fanbelt victor 101. Norfolk. 01362 697278

## NEW XFLOW CLUTCH PLATE

**£POA.** Water pump new, carbs 32DGAV, 34CH 5x Xflow distributors, Mk2 Escort rear shoes new. Other parts ideal for autojumble. Gloucestershire 07811 548312

## NISSAN PRIMERA SRI

**1997, £150.** 2 litre petrol. 4 door, good body and mechanics. Chassis rotten. Sell or break. Delivery possible. West Midlands. 01922 454782 (RB)

## OPEL MANTA FRONT AND REAR BUMPERS



**£POA.** Need pain. 01548 842170 (SN)

## PAIR OF ARM RESTS



**£80 + postage.** (New). Carmine red. Will fit Chevy truck/Blazer/ Suburban, 1977-1980. Surrey. 01252 705024 (PB)

## PAIR OF CARMINE RED SEAT BELTS



**£120 + postage.** (New). They will fit any truck, Ford, Chevy, Dodge between 50s, 60s, 70s and 80s. They bolt straight to the floor. Surrey. 01252 705024 (PB)

## PAIR OF HIGH BACK FRONT SEATS



**1995, £40.** With runners. Suitable for kit cars or easily converted for Triumph cars. Grey fabric. Berkshire. 01628 674783 (RB)

## PARTS HARLEY DAVIDSON WLA ENGINE

**1942, £500.** Minor reassembly needed. Simple engine easy to work on. Rare now in this condition, usually around £1000, so it's a bargain price for quick sale. Buyer collects. Will go in boot easily. Surrey. 01932 780422 (RB)

## PEUGEOT 106 DIESEL ENGINE

**£POA.** Less than 30k mileage. Bristol. 07502 032532

## PEUGEOT 205 TURBO DIESEL ENGINE

**£POA.** In good condition. Bristol. 07510 171711

## PEUGEOT 406 PARTS

**£POA.** Shropshire. 01691 657715 (SN)

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## RANGE ROVER CLASSIC

**£250 ono.** New tailgate. Finished in Plymouth blue and correct decal. Lancashire. 07969 893266

## REAR ROLL CAGE

**1973, £180 ono.** 4 point chrome, bolt-in, for TR6. 2 x Stromberg 175 CD2 carbs £40 ono. Norfolk. 01366 383342

## RELIANT SCIMITAR



**1973, £675 ono.** Chassis, vg not welded, no rust, with front and rear axles, suspension, stainless steel tank, alloy wheels, V5, £475. Ford 3 litre V6 Scimitar engine Essex with carb and ancillaries plus overdrive gearbox, £200. Or both for £600. Leicestershire. 01858 464517

## RENO TRAFFIC AND MASOR

**£330 ono.** Fit motor homes or ambulance fit. New wheel and tyre. Never fitted 205/16 radial. Staffordshire. 07770 837133 (SN)

## ROVER ENGINE

**£550.** Factory reconditioned 3.5 litre V8 LC in heavy duty packing case, complete with heads, rocker covers, sump, no ancillaries. West Midlands. 01922 720767

## ROVER SD1 WHEELS



**£300.** All 4 restored and powder coated, with caps and brand new wheel nuts, will fit P6/P100 etc. Suffolk. 07910 273565

## ROVER V8

**£80.** SU carbs and manifold. LT77 gearbox (no bellhousing) £80. Conwy. 01492 544862

## ROVER V8 CYLINDER HEAD

**£100.** Good condition. Leicestershire. 01530 230013 (SN)

## SHED CLEARANCE

**£POA.** Morris Oxford engine, 1622cc. 29,000 miles only. Excellence condition. £150. 1953 A40 Somerset engine, 1200cc. Running order. £120. Morris 1000cc parts for sale, telephone for details. Cheshire. 01270 780768

## SPITFIRE/HERALD DAMPERS

**£POA.** Brand new, front £50 pair, rear £40 pair. Central oil pick-up pipe for Mini, brand new, £20. Lotus Elite Climax workshop manual £60. Pair HIF7 SUs carbs £80. Surrey. 01276 23078

## SPITFIRE MKIV HARDTOP



**1972, £50 ono.** Genuine steel version with opening 3/4 windows! Needs work/tidying but repairable. Fitting bolts at extra cost. Buyer collects. Norfolk. 07710 225087

## SUN VISOR (EXTERIOR)

**£175.** With fixing brackets for Mk1 Consul/Zephyr. Cortina Mk3 bonnet £45. Fiesta Mk1 n/s door & tailgate £35 each. Somerset. 07949 878566

## THREE MGB WIRE WHEELS

**£POA.** 2 air filter boxes, gearbox cover, hood cover, toner cover. Essex. 01245 474373

## TRIUMPH 2.5 PI MK2

**£POA.** Stainless steel exhaust system. Wales. 01597 851539 (SN)

## TRIUMPH RENOWN RAZOR EDGE WINDSCREEN

**£POA.** And side windows for back and various bits and pieces. South Wales. 07974 938155

## TRIUMPH SPITFIRE

**1970, £150.** The remains of a 1500 Spitfire. No engine/gearbox, V5, little interior or body left but enough bits to warrant £150. Come collect. Ring Dave. North Yorkshire. 01677 470597 (RB)

## TRIUMPH STAG MK II

**1976, £95.** Set of good chrome overriders. New rear no. plate panel, £170. New battery panel, £10. Good boot lid, £270. Bonnet, £120. New Lucas light lens. Good seats. State colour. Please no texts. Buckinghamshire. 07580 862589 (RB)

## TRIUMPH STAG MK2

**£POA.** Steering column with lock, key and wheel. Also windscreen wiper motor with drive cable. Bristol. 01454 412459 (SN)

## TRIUMPH STAG MK2

**1976, £45.** Starter motor. Bonnet £120. V8 engine. Glass and door s/s frames. New boot lid, new boot carpet, seats front-rear. No texts please. Buckinghamshire. 07580 862589

## TRIUMPH TR4 FLYWHEEL



**1962, £65.** With ring gear. Perfect condition. No damage or wear. Berkshire. 01628 674783 (RB)

## TRIUMPH VITESSE

**£POA.** Pair of wing mirrors, nice chrome. Offers please. Plus pair of Lucas chrome 4ft foglights. Came off my Ford Anglia 105E. Offers please. Car sold years ago. Gloucestershire. 01684 275264 or 07976 412219 (RB)

## TWIN AXLE TRAILER MUDGUARDS



**£22.** Brand new, 72in x 8in, buyer to arrange collection. Durham. 01325 482936

## TWO DOOR MORRIS MINOR

**51/53, £0offers.** Seats and trim and interior parts. 2 side valve engines (in bits), 918cc. 2 gearboxes. 1 propshaft. 1 radiator front grill. Original complete perfect exhaust. Phone after 7pm. Gloucestershire. 07749 229585 (PB)

## TWO JAGUAR ELECTRIC DOOR MIRRORS

**£35 each or £60 the pair.** Would suit XJ6 & XK8, one o/s one n/s, n/s with chrome cover. Essex. 07889 240564 (SN)

## TWO LUCAS PF700



**£35 pair.** Flat glass headlamp units for Jaguar Mk 7/8/9 and XK models. Reflectors and glass in perfect condition. Complete with original bulbs and bulb-holders. Plus careful postage and package. Surrey. 020 8942 5151 (PB)

## TYRES

**£POA.** Several 155 tyres, also pair of 145x13, new, balanced. 020 8361 3711 (RB)

## TYRES 225/45R16

**£10.** Pair, taken from Camaro. 0114 268 6354

## VANDEN PLAS 1100/1300

**£95.** Front grille, also side lights and indicators, in good condition. Also 1100/1300 Austin boot and bonnet, offers. Somerset. 01823 664828

## VARIOUS

**£POA.** Morris 1000 towbar and ball, £65. Two Midget Rostyles on 13in x 145 Michels, 7/8mm tread, £50. Mini 850 cylinder head, complete with rocker valves, manifolds, heater tap, £25. West Glamorgan. 01792 206249 (RB)

## VARIOUS

**£POA.** Morris 8 side valve engine, short motor stripped down, shell mains, white meal b/ends. Morris Minor spares, various. Ford 1600 X-flow regrund crankshaft 2737E, with new b/end shells. Cheshire. 01614 565522 (RB)

## VARIOUS

**£POA.** Acclaim O/S/R door VG. Beetle engine cover (late). 3 Vauxhall Nova wheels and tyres, unused. Bedfordshire. 01234 213871 (RB)

## VARIOUS

**£POA.** Ford Escort column lights cluster from 1977 Mk 5 Finesse. Unused, still in pack. Some light relays for fogs also. Jaguar XJ6 range electric aerial. Mercedes C class electric aerial (both new). 020 8361 3711 (RB)

## VARIOUS PARTS

**£POA.** MGB clutch with pressure plate, £60. Also Ford Escort Mk 1 and 2 complete clutch, never used, £60. 1.5in carburettor SU, £40. Walsall. 01543 378719 (PB)

## VAUXHALL 10-12HP

**1948, £150.** Rear axle. Front n/s wing £100. Radiator £50. Gearbox £100. Workshop manual £10. Door front, o/s, £100. Also few other bits. Lancs. 01524 843902

## VAUXHALL CALIBRA

**£POA.** Sunroof, £25. Driver's seat, black leather, £25. Boot cover, £15. Lancashire. 07870 123623 (RB)

## VAUXHALL CORSA

**£POA.** 2007 onwards, tailgate spoiler with brake light- please call with offers. Bristol. 07502 032532

## VAUXHALL FIRENZA

**£100.** Pair Firenza doors, 1 boot lid, 1 grille twin headlamp type, 3 rear quarter windows, 1 locking cap with key, dry stored. Conway. 07881 555194

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**£POA.** In good condition. also Golf GTI engine. Ring for full details. Avon. 07510 171711 (GD)

## VOLKSWAGEN GOLF



**1986, £50.** Cylinder head (8 value) to fit GTI. West Midlands. 07836 574189 (SN)

## VOLVO 740/940

**£35 ono.** 2 x brand new sidelight / indicator units c/w bulbs, were bought to replace broken ones for MoT, just after buying, head gasket went, so scrapped car, no chips or holes. Wiltshire. 07707 923244 (SN)

## VOLVO V40

**£20.** Older models locking roof bars & workshop manual. Norfolk. 01603 898867

## VW CADDY PICKUP

**£30.** 1998 approx. Pickup back from a Caddy Pickup. No keys also winter tyres continental 165/80/ R13 Nokia 165 R13 deep treads £10 each steel wheels from skoda felicia £8 each. Lancs. 07909 178909

## VW GOLF GTI 1.8 ENGINE

**£POA.** In good condition. Bristol. 07502 032532

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**£Offers.** To fit V6 Essex MG, brand new, never been used. 07985 691137 (SN)

## WEBBER TWIN CHOKE CARBURETTOR



**£25.** (Part No 32dmtr32). East Yorkshire. 07979 406536 (SN)

## WEBER 48 DCOE CARBS

**£750.** Three new and boxed. Bought for my DB5, alas now sold. Might split. Hants. 01264 710056 (PB)

## WHEEL RINGS

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## WHEEL TRIM SETS



**£POA.** Rover P6, Peugeot and also BMW. Measuring 16.5 inch diameter. Also chrome rings, various. Can post. Bedford. 01234 213871 (PB)

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## WHEELS

**£420 for 4.** Brand new Isuzu D Mac aluminium wheels. Hampshire. 07860 542658 (SN)

## WHEELS

**£100 ovno.** Set of large heavy weight curved spoked wheels, 12 inches in diameter, 3 inches wide, 1 3/8 axle. Norfolk. 01603 722475 (SN)

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## WOLSEY 1500

**1964, £POA.** Breaking for spares, please call for details. Mid Wales. 01597 851539 (SN)

## WOLSEY 1500 MK3

**£POA.** Braking for spares. Wales. 01597 851539 (SN)

## X TYPE DIESEL

**£POA.** 2004. Breaking, doors, boot, bonnet, wheels good tyres on. Cheshire. 07779 929957

## XF SPORT BRAKE

**2013, £POA.** 4 x 18in Vela alloy wheels with Pirelli P Zero tyres, 3mm tread remaining. £550. Also brand new 19in Space Saver, genuine Jaguar spare with Pirelli 135.70/19, £110. Dorset. 01258 821199 (RB)

## YORK DRAWBAR



**£10 each.** 8 stud 15 inch split rim road wheels (9 off). Also 8 stud 20 inch split mid road wheels. West Midlands. 07836 514189 (PB)

## PARTS WANTED

## ALBION BY5

**Wanted.** Wheel nuts 7/8inch BSF Thread X 28mm across flats. 15 RH/15 LH threads. 07875 541573 (SN)

## AUSTIN 12-4 CLIFTON

**1929, Wanted.** H-12-4 parts, rear luggage rack, part worn tyres 30x500in, door handles, any interior trim for Clifton Tourer, wood dashboard. Staffs. 01543 302905

## AUSTIN 948CC ENGINE

**Wanted.** Gearbox, also Peugeot 205 1360cc XY7/8 series engine. Durham. 07467 261146

## AUSTIN-HEALEY FROGEYE SPRITE

**Wanted.** Engine and gearbox, 948cc or 1098cc or 1275cc, would buy complete car. Tel evenings. Durham. 07467 261146

## 'B' FORD

**1932, £5,500, Wanted.** Unused model 'B' chassis made by Chris Boyle, 1972 Corvette engine. 1974 Ford Torino rear axle. Devon. 07975 752170 (SN)

## CAMBRIDGE A55 MK2

**Wanted.** Chrome, new vg s/h, door r overriders. Vogue 2 bumpers overriders. Wolsely 4/4 r bumper Spears bonnet hinges. Triumph 2000 Sundym glass. TR6 steel wheels. West Sussex. 01243 814459

## CHROME MOUNTING BRACKETS

**Wanted.** 2 off for Lucas SLR200 Flame Thrower lights, might take lights also. Also 1959 3000 Healey TR3A headlight chrome surrounds, broad type. Also TR3A original interior mirror. Lothian. 01313 432574

## COOPER S

**Wanted.** Pin drive oil pump wanted. Leicestershire. 0116 240 3412

## DODGE K SERIES

**1971, Wanted.** (Spanish cab type). Panels or complete cab. Lighting, head lights, side and tail. Indicator lights. Window rubbers. London. 07946 534990 (PB)

## DOORS

**1971, Wanted.** Good pair of Triumph Herald convertible doors. Middlesex. 01895 237820 (RB)

## FIAT 600D & MORRIS 1000

**1965, Wanted.** Fiat, good starter motor, interior door and rear panels, any colour or condition for patterns. Morris 1000 2 door front and rear seats in light blue, must be vgc, early type, 1962. Worcs. 07593 424385

## FOR ALBION BY5

**Wanted.** Wheel nuts 7/8inch BSF THREAD X 28 mm across flats. 15 RH/15 LH threads. 07875 541573

## FOR XJ12/6

**1972, Wanted.** Driver side electric window. Motor part No. 12490 RH. Handbrake ASM ratchets 36379 RHD. Surrey. 020 8399 7541 (RB)

## FORD 2000E 3 RAIL GEARBOX

**Wanted.** In good condition. 07860 246900 (SN)

## FORD 3W COUPE

**1934, Wanted.** Rear roof corners, steel or GRP, any condition. East Yorkshire. 01482 653571 (RB)

## FORD CORTINA ESTATE

**"H REG", Wanted.** Floor change, automatic gearbox for Cortina MKII Estate 1600cc, May buy engine and gearbox if the price is right, must be good condition, needed for amputee. Thanks. Lancashire. 07958 460033 (SN)

## FORD CORTINA MK1

**1963, Wanted.** Dashboard pre air-flow RHD, basket case car considered. West Sussex. 07979 811717

## FORD FIESTA MK3

**Wanted.** Seats wanted. Must be excellent condition. 020 8361 3711 (RB)

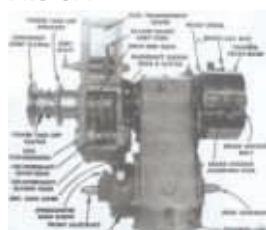
## FORD FIESTA MK3 SEATS

**Wanted.** Consider complete car if it is automatic, not too far from London. London. 02083 613711 / 07770 119915 (RB)

## FORD THAMES 400E VAN

**Wanted.** Pair of seats for Ford 400E van or material for same seats. Wicklow. 00353 860 887066 (SN)

## FWD C11



**1943, Wanted.** Hi low, range transfer gear box for C-11 F.W.D as in photo. Gloucester. 07836 252210 (SN)

## HONDA CRX V TEC

**1991, Wanted.** Spares wanted. Complete pas, pump/rack. As fitted to Japanese import models. Will buy car for spares. Can collect. West Midlands. 01922 454782 (RB)

## JAGUAR E TYPE SERIES 3

**1973, Wanted.** Seat reclining mechanism for LHD, driver's side. Warwickshire. 07711 110040 (RB)

## JOHN COOPER

**Wanted.** Garages produced accessories for product. Anything considered but especially interested in seats, sump suand l.o.w. Isle Of Wight. 01983 282996

## LOTUS ESPRIT S1 INTERIOR

**Wanted.** (Tartan) and steering wheel wanted. Private buyer willing to travel for reasonably priced interior. Motherwell. 07803 042618 (SN)

## LOTUS ESPRIT S1 TARTAN INTERIOR AND STEERING WHEEL



**Wanted.** Willing to travel for reasonable price good interior. 07803 042618 (MC)

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**Wanted.** 1961-8. Set (4) MG wire wheels, poor condition with rough tyres, must be cheap, just needed as slave wheels, will collect. Essex. 07543 328498 (BM)

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**Wanted.** Chassis, panels or anything to help with my renovation of a Morris J-Type, prepared to travel any distance. East Yorkshire. 07838 166695 or 01724 732683

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## TRIUMPH STAG

**1972, Wanted.** Fibreglass hard top. Lancs. 01253 812245

## VARIOUS

**Wanted.** Chrome mounting brackets for a Lucas x2. SLR 700 flame thrower lights - may take lights also. 1959 3000 Healey TR3A headlight chrome surrounds, broad type. TR3A original interior mirror. Lothian. 01313 432574 (RB)

## WILMS RU360

**Wanted.** MOBILE HEATER. Avon. 07510 171711 (GD)

## WINDSCREEN



**Wanted.** For Albion Chieftain lorry with LAD cab. 07958 163805 (SN)

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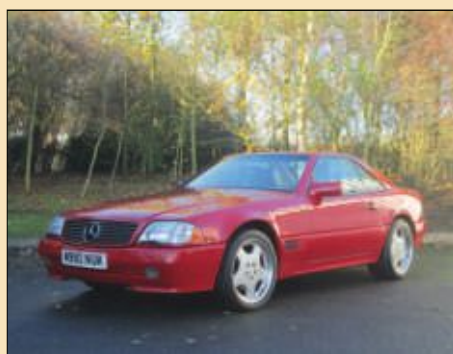
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**1995 MERCEDES BENZ SL 320.** Imperial Red with Beige Hide. A local car. 54,000 Miles. Full Service History, 13 Services, Every Bill and MOT from new. Equipped with Heated Electric Seats, Electric Windows, Hood and Mirrors, Toad Alarm System, Cruise Control, AMG Alloy Wheels, Head Lamp, Wash Wipe, Audio System Etc. Impeccable condition and rapidly appreciating. .... **RHD - £12,995**



**1966 AC COBRA – HAWK 289 FIA SERIES.** Black with Black Hide. 351 CU Inch – 400 BHP. Alloy Heads, MSD Ignition, Top Loader Gearbox, Oil Cooler, Peg Drive Halibrand Wheels, Side Pipes, Roll Hoop. Harness's, Fire Extinguisher, Race Mirrors, Tripod Headlights, Full Mohair Weather Equipment inc. Tonneau Cover & Side Screens. Built and set up by the renowned James Baxter, Race Engineer and Driver. Only 6,000 Miles since completion. Bills on file total in excess of £55,000. Simply Stunning with Blistering Performance. .... **RHD - £42,995**



**1959 AUSTIN HEALEY FROG EYE SPRITE.** Cherry Red with Black Trim and Black Mohair Hood. Professionally Restored and seriously upgraded for a very well known BRDC racing driver, to his own exacting standards. 1275 Stage 2 Engine, CR Gearbox, 3.7 Diff, Disc Brakes, Uprated Suspension, Front Anti Roll Bar, Long Centre Branch Manifold, Etc. etc. Less than 3000 Miles since. Properly set up. Will sit at 85 MPH all day long and in outstanding order... .... **RHD - £21,995**



**1968 JAGUAR 240 SALOON - MANUAL OVERDRIVE.** Cardinal Red with Oxblood Hide. Has had a Ground Up Restoration some years ago to an exceptional standard. Outstanding panel gaps. Equipped with Webasto Sunroof, Wire Wheels, Period Radio, Wood Rimmed Steering Wheel, Coombs Rear Spats Etc. quite outstanding. Will not disappoint. .... **RHD - £29,995**



**1979 MGB 1.8 ROADSTER.** Night Fire Red with Black Hide and Maroon Mohair Hood. Equipped with Overdrive, Minilite Style Alloy wheels, Music system with CD and Electric Ariel, Gas Flowed Unleaded Head, Big Bore Stainless Steel Exhaust, Colour Coded Bumpers, Walnut dash, Motalita Steering Wheel Etc. Professionally restored to an extremely high standard. Excellent Value.. .... **RHD - £9,995**



# DRIVE ON!

## FRI DEC 18

**BERKS:** MGCC Abingdon Works Centre Pub Meet  
Location: The Shire Horse, on A4 at Maidenhead Thicket, SL6 3QA  
Details: Classic MG pub meet. Meets on the third Friday of every month.  
Contact: John Griffiths, 0118 969 5793

## SUN DEC 20

**CAMBS:** Sacrewell Farm Sunday Breakfast Meet  
Location: 10am to 12pm. Sacrewell Farm, just off the A47, Wansford, Peterborough PE8 6HJ.  
Details: Vintage, classic, modified, American, Hot rods, scooters, motorcycles and commercials. Venue able to accommodate enthusiasts in large numbers, dedicated parking in a pleasing setting and a venue with good road access.  
Contact: Mark Fishpool, 07811 255242

**BORDERS:** Borders Breakfast Meet  
Location: Route 68 Café Milsetone Garden and Leisure Centre, Melrose TD6 0PL  
Details: Sunday morning get-together and chat about classic vehicles.  
Website: [www.bvac.org.uk](http://www.bvac.org.uk)  
Contact: 07831 402839

**LEICS:** Classic Cars, Commercial Vehicles & Motorcycle Autumn/Winter Meeting  
Location: 11.30am onwards. Foxton, A6 near Market Harborough.  
Details: Meeting for all manner of classic vehicles. Bar meals and conservatory restaurant, all welcome.  
Contact: Darren, 01858 545205 or Peter, 01162 419443

**SOMERSET:** Weston Super Mare Classic Car Show  
Location: 10am to 1.30pm. Weston-super-Mare Town Square  
Details: All ages of classics. Join us for a beautiful display of cars from pre-war classics to cars from the 'Fifties, 'Sixties, 'Seventies, 'Eighties or 'Nineties.  
Contact: Keith Palmer, 01934 627563

**WORCS:** Sunday Breakfast Meet  
Location: The Filling Station, Malvern, WR14 1AT  
Details: 9am-1pm. Hot rods, bikes and classics welcomed. Supporting [www.driveoutcancer.com](http://www.driveoutcancer.com)  
Website: [www.thevintagestockyards.com](http://www.thevintagestockyards.com)

## MON DEC 21

**LONDON:** French Classic Night at The Ace  
Location: 6pm to 11pm. The Ace Cafe, London NW10 7UD  
Details: All French classic cars welcome. Regular dates throughout the year.  
Contact: 020 8961 1000

**NOTTS:** East Midlands Branch MMOC Meet  
Location: 7.30pm, The Nursery Man, Beeston NG9 3AE  
Details: All classic Morris and Austin vehicles and owners welcome. Every 3rd Monday of the month.  
Contact: Keith Smart 07769501541, 01773764568, [smart.c3@sky.com](mailto:smart.c3@sky.com)

## SAT DEC 26

**CUMBRIA:** Lakeland Museum Boxing Day Meet  
Location: 11am to 3pm. Lakeland Motor Museum, Old Blue Mill, Backbarrow, Ulverston LA12 8TA  
Details: Leave the Christmas turkey behind and come along to the Lakeland Motor Museum with your classic motor car or motorcycle for a natter with fellow enthusiasts. If you wish, enjoy half price admission for both driver and passengers.  
Website: [www.lakelandmotormuseum.co.uk](http://www.lakelandmotormuseum.co.uk)  
Contact: 01539530400, 07769711233

**CORNWALL:** Boxing Day Classic Car Meet  
Location: The Coppice at Lanner, near Redruth TR16 6JB  
Details: Over 40 vintage vehicles are expected and include a wide variety from an American mustang to a vintage prestige Bentley. Cars will be gathering from 11 in the large car park.  
Website: [tinyurl.com/pjuwmos](http://tinyurl.com/pjuwmos)  
Contact: 01209 216668

**HANTS:** Romsey's 14th Annual Boxing Day Pre-1976 Car & Bike Meet  
Location: Aldi, Crosfield Hall and Bus Station car parks, Romsey Town Centre, Hampshire.  
Details: Open to only pre-1976 European classic cars, bikes and trucks plus pre-1986 American cars, hot rods and bikes. Free admission with collection for Prostate Cancer UK.  
Website: [www.romsey-classiccarandbikemeet.co.uk](http://www.romsey-classiccarandbikemeet.co.uk)

**HERTS:** Bennington Classics Boxing Day Special  
Location: 12pm to 3pm. The Lordship Arms, Whempstead Road, Benington SG2 7BX  
Details: Informal gathering of classic

vehicles of all descriptions. Ample off road parking. Traditional country pub location in Hertfordshire village location.  
Website: [www.lordshiparms.com](http://www.lordshiparms.com)  
Contact: [lordshiparms@btconnect.com](mailto:lordshiparms@btconnect.com), 01438 869665

**LEICS:** The Gliding Centre Classic Car Meet  
Location: From 11.30am. Husbands Bosworth Airfield, Husbands Bosworth, LE17 6JL  
Details: General get-together of like-minded enthusiasts to chat, show vehicles, try a glider flight and have a Sunday lunch, hot or cold snacks and tea and coffee. Free entry.  
Contact: John, 07850 333083 or Tony, 07885 951276

**WORKS:** South Midlands Classic Car Meet  
Location: All day. Stratford Armouries Museum, Gospel Oal Lane, Stratford-Upon-Avon CV37 0JA  
Details: Classic car meet for all manner of old vehicles. Regular dates from October to April  
Contact: 01789 242468

## SUN DEC 27

**CHESHIRE:** Rixton Autojumble  
Location: From 7am. A57 Manchester Road near Warrington, WA3 6EA.  
Details: Indoor and outdoor all-weather autojumble. Traders, bikes, cars, commercials and classics with no need to book.  
Contact: T Taylor, 07860 648103

**KENT:** Romney Retros Classic Car Meet  
Location: From 3pm. Lade Car Park, Coast Drive (opposite Taylor Road), Lydd On Sea, TN29 6PE  
Details: Eclectic gathering of classic cars. All American and custom cars welcomed, together with bikes, scooters and everything in between.  
Website: Facebook – Romney Retros  
Contact: Martin, 07725 855688

**W. YORKS:** Huddersfield Autojumble  
Location: All day. Old Market Building, Brook Street, Huddersfield HD1 1RG  
Details: Full indoor autojumble with up to 130 stalls.  
Contact: 01773819154

## MON DEC 28

**LONDON:** Porsche Night at The Ace  
Location: 6pm to 11pm. The Ace Cafe, Ace Corner, London NW10 7UD. A meeting for all Porsches – regular dates throughout the year.  
Website: [www.ace-cafe-london.com](http://www.ace-cafe-london.com)  
Contact: 020 8961 1000

**NORFOLK:** Icen C.A.R. Club Brass Monkey Run  
Location: 10am. Starting from the Ram Public House in Brandon (on the Suffolk and Norfolk border)  
Details: Dig out your bucket and spade and join us for our run to the seaside on the North Norfolk coast. After leaving Brandon, we'll arrive at the Captains Table (formerly the Ark Royal Public House) in Wells for around 12pm (a distance of just over 40 miles)  
Contact: Tony on 01842 810720 or Carl on 01842 815637, email: [icencarclub@fsmail.net](mailto:icencarclub@fsmail.net)

## WED DEC 30

**S.YORKS:** Motornutz Classic Car Meet  
Location: From 7pm. The Waverley, Brinsworth Road, S60 5RW  
Details: A local and friendly classic car meet in South Yorkshire.  
Website: [www.motornutz.co.uk](http://www.motornutz.co.uk)

## 2016

### FRI JAN 1

**SOMERSET:** Weston Super Mare Classic Car Show  
Location: 10am to 1.30pm. Weston-super-Mare Town Square  
Details: All ages of classics. Join us for a beautiful display of cars from pre-war classics to cars from the 'Fifties, 'Sixties, 'Seventies, 'Eighties or 'Nineties.  
Contact: Keith Palmer, 01934 627563

**SOMERSET:** Yeovil Car Club's New Year Day Meet  
Location: 10am to 2pm: Haselbury Mill, Crewkerne, just over the A30 east of Crewkerne, TA 18 7NY  
Details: Bring along your vitnage, classic or pre-1985 classic car or light commerical, plus later sports cars and grand touring cars – it's a great way to start the New Year  
Website: [www.yeovilcarclub.com](http://www.yeovilcarclub.com)

### SUN JAN 3

**CAMBS:** Sacrewell Farm Sunday Breakfast Meet  
Location: 10am to 12pm. Sacrewell Farm, just off the A47, Wansford, Peterborough PE8 6HJ.  
Details: Vintage, classic, modified, American, Hot rods, scooters, motorcycles and commercials. Venue able to accommodate enthusiasts in large numbers, dedicated parking in a pleasing setting and a venue with good road access.  
Contact: Mark Fishpool, 07811 255242

**DERBYS:** 15th Classic Car & Winter Restoration Show  
Location: Donington Park, Exhibition Hall, Castle Donington, DE74 2RP  
Details: Come in from the cold with a massive autojumble and classic car display!  
Contact: Andrew Greenwood, 01484 667776, info@classicshows.org  
Website: www.classicshows.org

**NOTTS:** Stewart Vehicle Register Out of Season Gathering  
Location: 11am onwards. Ruddington Heritage Centre, NG11 6JS  
Details: Informal get-together of like-minded classic vehicle enthusiasts. You need not bring your vehicle if it is tucked up for the winter! Catch up with friends and make new ones. Cafe open on site.  
Contact: Robert and Katherine Stewart, 01158 490005

### WED JAN 6

**S. YORKS:** MX50C Peaks and Pennines Social Meeting  
Location: 8pm onwards. Queen's Head, 12 Main Road, Ridgeway, Sheffield, S12 3XR. Food served until 7:30pm.  
Details: Our meetings are open to members and prospective members, you do not need to tell us you are coming or book, just turn up, you will be made very welcome.  
Website: www.pp.mx50c.co.uk  
Contact: burton.marsland@mx50c.co.uk

### SUN JAN 7

**CAMBS:** Sacrewell Farm Sunday Breakfast Meet  
Location: 10am to 12pm. Sacrewell Farm, just off the A47, Wansford, Peterborough PE8 6HJ.  
Details: Vintage, classic, modified, American, Hot rods, scooters, motorcycles and commercials. Venue able to accommodate enthusiasts in large numbers, dedicated parking in a pleasing setting and a venue with good road access.  
Contact: Mark Fishpool, 07811 255242

### SUN JAN 10

**DORSET:** Mudeford Meet  
Location: Mudeford Quay, Christchurch BH23 4AB  
Details: 2pm onwards. An informal and casual meet to show your car and chat to others. Cafe, shop, fresh fish stall and much more all on site.  
Website: www.mudefordmeet.co.uk

**LEICS:** Dog and Gun Classic Car Meet  
Location: 11.30am onwards. Kilby, Leicester, LE18 3TD  
Details: Casual meeting. All classic cars, light commercials and bikes welcome.  
Contact: Tony, 07885 951276 or John, 07850 333083

**WARKS:** Historic Rally Car Register Open Day  
Location: Heritage Motor Centre (soon to be British Motor Museum) Banbury Road Gaydon CV35 0BJ

Details: HRCR, the home of Historic Rallying will again be holding their prestigious Open Day at the Heritage Motor Centre, Gaydon and will be showing off five ways to go historic rallying.  
Website: www.hrcr.co.uk  
Contact: David.lucas29@yahoo.co.uk

### THU JAN 14 – SUN JAN 17

**W. MIDS:** Autosport International  
Location: NEC, Pendigo Lake, Birmingham, B40 1NT  
Details: Europe's largest indoor pre-season motorsport event, featuring every level of motor racing from Formula 1 to karting. Exhibitors range from specialist race suppliers to leading manufacturers.  
Website: www.autosportinternational.com  
Contact: autosport.international@haymarket.com, 020 8267 8300

### SUN JAN 17

**LEICS:** Classic Cars, Commercial Vehicles & Motorcycle Autumn/Winter Meeting  
Location: 11.30am onwards. Foxton, A6 near Market Harborough.  
Details: Meeting for all manner of classic vehicles. Bar meals and conservatory restaurant, all welcome.  
Contact: Darren, 01858 545205 or Peter, 01162 419443

### SUN JAN 21

**CAMBS:** Sacrewell Farm Sunday Breakfast Meet  
Location: 10am to 12pm. Sacrewell Farm, just off the A47, Wansford, Peterborough PE8 6HJ.

Details: Vintage, classic, modified, American, Hot rods, scooters, motorcycles and commercials. Venue able to accommodate enthusiasts in large numbers, dedicated parking in a pleasing setting and a venue with good road access.  
Contact: Mark Fishpool, 07811 255242

### FRI JAN 22

**BERKS:** MGCC Abingdon Works Centre Pub Meet  
Location: The Shire Horse, on A4 at Maidenhead Thicket, SL6 3QA  
Details: Classic MG pub meet. Meets on the 3rd Friday of every month.  
Contact: John Griffiths, 01189 695793

### SUN JAN 24

**LEICS:** The Gliding Centre Classic Car Meet  
Location: From 11.30am. Husbands Bosworth Airfield, Husbands Bosworth, LE17 6JL  
Details: General get-together of like-minded enthusiasts to chat, show vehicles, try a glider flight and have a Sunday lunch, hot or cold snacks and tea and coffee. Free entry.  
Contact: John, 07850 333083 or Tony, 07885 951276

### WED JAN 27 – WED FEB 3

**VARIOUS:** Rallye Monte-Carlo Historique  
Location: Various starts across Europe: Glasgow, Oslo, Bad Homburg, Barcelona  
Details: The 19th Rallye Monte-Carlo Historique continues with a





diverse itinerary, concocted by the Organizing Committee of Automobile Club de Monaco, along with around 300 entrants.

Website: [www.acm.mc/en/rallye-monte-carlo-historique](http://www.acm.mc/en/rallye-monte-carlo-historique)  
Contact: [info@acm.mc](mailto:info@acm.mc)

### SUN JAN 31

**WORKS:** South Midlands Classic Car Meet  
Location: All day. Stratford Armouries Museum, Gospel Oal Lane, Stratford-Upon-Avon CV37 0JA  
Details: Classic car meet for all manner of old vehicles. Regular dates from October to April  
Contact: 01789 242468

**NOTTS:** Newark Autojumble  
Location: All day. Junction of A1/A46/A17, 1 mile from A1. Newark on Trent, Nottinghamshire, England NG24 2NY

Details: From parts and accessories, tools, manuals to toys, collectables and models or even clothing and badges.

Website: [www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk)  
Contact: 01507 529470

### SUN FEB 7

**NOTTS:** Stewart Vehicle Register Out of Season Get Together  
Location: 11am onwards. Ruddington Heritage Centre, NG11 6JS  
Details: Informal get-together of like-minded classic vehicle enthusiasts. You need not bring your vehicle if it is tucked up for the winter! Catch

up with friends and make new ones. Cafe open on site.

Contact: Robert and Katherine Stewart, 01158 490005

### SUN FEB 14

**DORSET:** Mudeford Meet  
Location: Mudeford Quay, Christchurch BH23 4AB  
Details: 2pm onwards. An informal and casual meet to show your car and chat to others. Café, shop, fresh fish stall and much more all on site.  
Website: [www.mudefordmeet.co.uk](http://www.mudefordmeet.co.uk)

**LEICS:** Dog and Gun Classic Car Meet  
Location: 11.30am onwards. Kilby, Leicester, LE18 3TD  
Details: Casual meeting. All classic cars, light commercials and bikes welcome.  
Contact: Tony, 07885 951276 or John, 07850 333083

### THU FEB 18 – SUN FEB 21

**LONDON:** The London Classic Car Show  
Location: ExCel, London, Royal Victoria Dock, 1 Western Gateway, London E16 1XL  
Details: Event for any discerning classic car owner, collector, expert or enthusiast, bringing together an international celebration of the very best dealers, manufacturers, car clubs and products.  
Website: [www.thelondonclassicarshow.co.uk](http://www.thelondonclassicarshow.co.uk)  
Contact: 03300 555 750, [info@thelondonclassicarshow.co.uk](mailto:info@thelondonclassicarshow.co.uk)

### FRI FEB 19

**BERKS:** MGCC Abingdon Works Centre Pub Meet  
Location: The Shire Horse, on A4 at Maidenhead Thicket, SL6 3QA  
Details: Classic MG pub meet. Meets on the 3rd Friday of every month.  
Contact: John Griffiths, 01189 695793

### SUN FEB 21

**LEICS:** Classic Cars, Commercial Vehicles & Motorcycle Autumn/Winter Meeting  
Location: 11.30am onwards. Foxton, A6 near Market Harborough.  
Details: Meeting for all manner of classic vehicles. Bar meals and conservatory restaurant, all welcome.  
Contact: Darren, 01858 545205 or Peter, 01162 419443

### SUN FEB 28

**LEICS:** The Gliding Centre Classic Car Meet  
Location: From 11.30am. Husbands Bosworth Airfield, Husbands Bosworth, LE17 6JL  
Details: General get-together of like-minded enthusiasts to chat, show vehicles, try a glider flight and have a Sunday lunch, hot or cold snacks and tea and coffee. Free entry.  
Contact: John, 07850 333083 or Tony, 07885 951276

**NOTTS:** Newark Autojumble  
Location: All day. Junction of A1/A46/A17, 1 mile from A1. Newark on Trent, Nottinghamshire, England NG24 2NY

Details: From parts and accessories, tools, manuals to toys, collectables and models or even clothing and badges.

Website: [www.newarkautojumble.co.uk](http://www.newarkautojumble.co.uk)  
Contact: 01507 529470

**WORKS:** South Midlands Classic Car Meet  
Location: All day. Stratford Armouries Museum, Gospel Oal Lane, Stratford-Upon-Avon CV37 0JA  
Details: Classic car meet for all manner of old vehicles. Regular dates from October to April  
Contact: 01789 242468

### SUN MAR 6

**NOTTS:** Stewart Vehicle Register Out of Season Gathering  
Location: 11am onwards. Ruddington Heritage Centre, NG11 6JS  
Details: Informal get-together of like-minded classic vehicle enthusiasts. You need not bring your vehicle if it is tucked up for the winter! Catch up with friends and make new ones. Cafe open on site.  
Contact: Robert and Katherine Stewart, 01158 490005

### SUN MAR 13

**DORSET:** Mudeford Meet  
Location: Mudeford Quay, Christchurch BH23 4AB  
Details: 2pm onwards. An informal and casual meet to show your car and chat to others. Café, shop, fresh fish stall and much more all on site.  
Website: [www.mudefordmeet.co.uk](http://www.mudefordmeet.co.uk)

LEICS: Dog and Gun Classic Car Meet

Location: 11.30am onwards. Kilby, Leicester, LE18 3TD  
Details: Casual meeting. All classic cars, light commercials and bikes welcome.

Contact: Tony, 07885 951276 or John, 07850 333083

### FRI MAR 18

BERKS: MGCC Abingdon Works Centre Pub Meet

Location: The Shire Horse, on A4 at Maidenhead Thicket, SL6 3QA  
Details: Classic MG pub meet. Meets on the 3rd Friday of every month.  
Contact: John Griffiths, 01189 695793

### SUN MAR 20

LEICS: Classic Cars, Commercial Vehicles & Motorcycle Autumn/Winter Meeting  
Location: 11.30am onwards. Foxton, A6 near Market Harborough.  
Details: Meeting for all manner of classic vehicles. Bar meals and conservatory restaurant, all welcome.  
Contact: Darren, 01858 545205 or Peter, 01162 419443

WARKS: South Midlands Classic Car Meet

Location: All day. Stratford Armouries Museum, Gospel Oal Lane, Stratford-Upon-Avon CV37 0JA

Details: Classic car meet for all manner of old vehicles. Regular dates from October to April  
Contact: 01789 242468

### SUN MAR 27

LEICS: The Gliding Centre Classic Car Meet

Location: From 11.30am. Husbands Bosworth Airfield, Husbands Bosworth, LE17 6JL  
Details: General get-together of like-minded enthusiasts to chat, show vehicles, try a glider flight and have a Sunday lunch, hot or cold snacks and tea and coffee. Free entry.  
Contact: John, 07850 333083 or Tony, 07885 951276

### SUN APR 3

NOTTS: Stewart Vehicle Register Out of Season Get Together

Location: 11am onwards. Ruddington Heritage Centre, NG11 6JS  
Details: Informal get-together of like-minded classic vehicle enthusiasts. You need not bring your vehicle if it is tucked up for the winter! Catch up with friends and make new ones. Cafe open on site.  
Contact: Robert and Katherine Stewart, 01158 490005

### SUN APR 10

DORSET: Mudeford Meet  
Location: Mudeford Quay, Christchurch BH23 4AB  
Details: 2pm onwards. An informal and casual meet to show your car and chat to others. Café, shop, fresh fish stall and much more all on site.  
Website: www.mudefordmeet.co.uk

### WED APR 13

LEICS: Dog and Gun Classic Car Meet

Location: 11.30am onwards. Kilby, Leicester, LE18 3TD  
Details: Casual meeting. All classic cars, light commercials and bikes welcome.

Contact: Tony, 07885 951276 or John, 07850 333083

### FRI APR 15

BERKS: MGCC Abingdon Works Centre Pub Meet

Location: The Shire Horse, on A4 at Maidenhead Thicket, SL6 3QA  
Details: Classic MG pub meet. Meets on the 3rd Friday of every month.  
Contact: John Griffiths, 01189 695793

### SUN APR 17

NOTTS: Newark Autojumble

Location: All day. Junction of A1/A46/A17, 1 mile from A1. Newark on Trent, Nottinghamshire, England NG24 2NY

Details: From parts and accessories, tools, manuals to toys, collectables and models or even clothing and badges.

Website: www.newarkautojumble.co.uk

Contact: 01507 529470

### SUN APR 24

LEICS: The Gliding Centre Classic Car Meet

Location: From 11.30am. Husbands Bosworth Airfield, Husbands Bosworth, LE17 6JL

Details: General get-together of like-minded enthusiasts to chat, show vehicles, try a glider flight and have a Sunday lunch, hot or cold snacks and tea and coffee. Free entry.

Contact: John, 07850 333083 or Tony, 07885 951276

WARKS: South Midlands Classic Car Meet

Location: All day. Stratford Armouries Museum, Gospel Oal Lane, Stratford-Upon-Avon CV37 0JA

Details: Classic car meet for all manner of old vehicles. Regular dates from October to April  
Contact: 01789 242468

### SUN MAY 8

DORSET: Mudeford Meet

Location: Mudeford Quay, Christchurch BH23 4AB  
Details: 2pm onwards. An informal and casual meet to show your car and chat to others. Café, shop, fresh fish stall and much more all on site.  
Website: www.mudefordmeet.co.uk

### SUN MAY 11

LEICS: Dog and Gun Classic Car Meet

Location: 11.30am onwards. Kilby, Leicester, LE18 3TD  
Details: Casual meeting. All classic cars, light commercials and bikes welcome.

Contact: Tony, 07885 951276 or John, 07850 333083

### SUN MAY 15

BUCKS: Chiltern Hills Rally

Location: Weedon Park, Weedon, Aylesbury HP22 4NN  
Details: Over 1000 vehicles to attend – classic cars, vans, lorries, stationary engines and tractors. Autojumble, kids' rides, dog show, licenced bar, stalls and much more.  
Website: www.chilternhillsrally.org.uk

### FRI MAY 20

BERKS: MGCC Abingdon Works Centre Pub Meet

Location: The Shire Horse, on A4 at Maidenhead Thicket, SL6 3QA  
Details: Classic MG pub meet. Meets on the 3rd Friday of every month.  
Contact: John Griffiths, 01189 695793

### SUN MAY 22

LEICS: The Gliding Centre Classic Car Meet

Location: From 11.30am. Husbands Bosworth Airfield, Husbands Bosworth, LE17 6JL  
Details: General get-together of like-minded enthusiasts to chat, show vehicles, try a glider flight and have a Sunday lunch, hot or cold snacks and tea and coffee. Free entry.

Contact: John, 07850 333083 or Tony, 07885 951276

### SUN JUN 5

NOTTS: Newark Autojumble

Location: All day. Junction of A1/A46/A17, 1 mile from A1. Newark on Trent, Nottinghamshire, England NG24 2NY

Details: From parts and accessories, tools, manuals to toys, collectables and models or even clothing and badges.

Website: www.newarkautojumble.co.uk

Contact: 01507 529470

### SUN JUN 8

LEICS: Dog and Gun Classic Car Meet

Location: 11.30am onwards. Kilby, Leicester, LE18 3TD  
Details: Casual meeting. All classic cars, light commercials and bikes welcome.

Contact: Tony, 07885 951276 or John, 07850 333083

### FRI JUN 17

BERKS: MGCC Abingdon Works Centre Pub Meet

Location: The Shire Horse, on A4 at Maidenhead Thicket, SL6 3QA  
Details: Classic MG pub meet. Meets on the 3rd Friday of every month.  
Contact: John Griffiths, 01189 695793

### SAT JUN 18 – SUN JUN 19

SOMERSET: Weston Air Day  
Location: 10am to 1.30pm. Weston-super-Mare Town Square  
Details: All ages of classics. Join us for a beautiful display of cars from pre-war classics to cars from the 'Fifties, 'Sixties, 'Seventies, 'Eighties or 'Nineties, plus vintage aircraft.  
Contact: Keith Palmer, 01934 627563

### SUN JUN 19

SWANSEA: Swansea Festival of Transport

Location: 10:30am to 2pm. Swansea City Centre, SA1

Details: Display of scooters, motorcycles, vintage cars, classic cars, modified cars, vans, trucks, coaches, buses, military, tractors, film cars, racing cars and much more. Incorporating Swansea Truck Show.

Website: www.swanseatransportfest.co.uk

Contact: 07814 958379, ashleysfot@aol.com

### SUN JUN 26

LEICS: The Gliding Centre Classic Car Meet

Location: From 11.30am. Husbands Bosworth Airfield, Husbands Bosworth, LE17 6JL

Details: General get-together of like-minded enthusiasts to chat, show vehicles, try a glider flight and have a Sunday lunch, hot or cold snacks and tea and coffee. Free entry.

Contact: John, 07850 333083 or Tony, 07885 951276

### SAT JUL 2 – SUN JUL 3

DERBYS: MMOC 40th Association Rally

Location: All day. Catton Hall, Walton upon Trent, DE12 8LN

Details: Celebrate the MMOC's 40th birthday in the fantastic surroundings of Catton Hall!

Website: www.mmoc.org.uk

### SUN JUL 3

NOTTS: Newark Autojumble

Location: All day. Junction of A1/A46/A17, 1 mile from A1. Newark on Trent, Nottinghamshire, England NG24 2NY

Details: From parts and accessories, tools, manuals to toys, collectables and models or even clothing and badges.

Website: www.newarkautojumble.co.uk

Contact: 01507 529470

### WED JUL 13

LEICS: Dog and Gun Classic Car Meet

Location: 11.30am onwards. Kilby, Leicester, LE18 3TD

Details: Casual meeting. All classic cars, light commercials and bikes welcome.

Contact: Tony, 07885 951276 or John, 07850 333083

### SUN JUL 24

LEICS: The Gliding Centre Classic Car Meet

Location: From 11.30am. Husbands Bosworth Airfield, Husbands Bosworth, LE17 6JL

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**DECEMBER 2015:**  
LIVING WITH THE TURBO R, LIGHTWEIGHT CHAMPIONS, LOTUS ELISE VS VAUXHALL VX220, HISTORY FILES TICKFORD, MARKETPLACE PEUGEOT 205.



**NOVEMBER 2015:**  
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**OCTOBER 2015:**  
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**SEPTEMBER 2015:**  
XJS AT 40. WE TEST ALL THE KEY MODELS, FROM 1975 TO 1966, HISTORY FILES SAAB, LIVING WITH THE SILVER SPIRIT, FIND ME A 1990'S ROADSTER.



**AUGUST 2015:**  
50'S BRITISH SPORTCARS, TRIUMPH TR3 AND MG'S MGA COMPARED, BUYING BMC FARINA SALOONS, CLASSIC TOURING, PEAK DISTRICT BY XJS, RSP MINI COOPER ROAD TEST.



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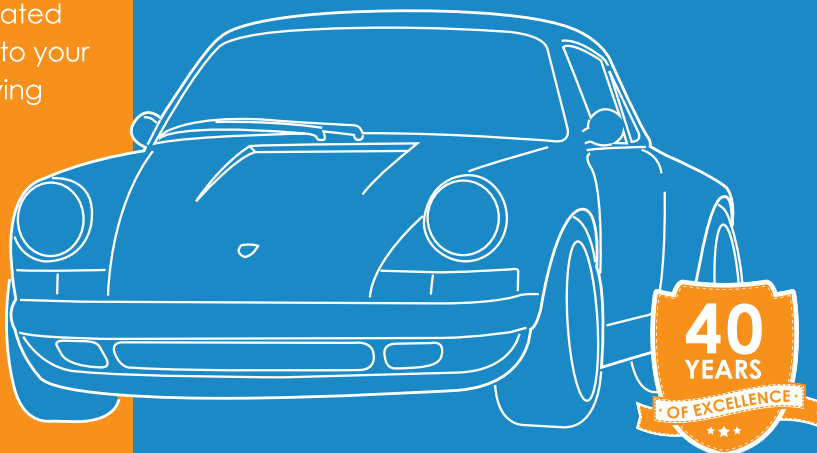
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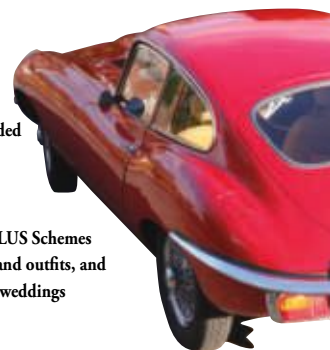


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# Retro Shed

WITH PAUL GUINNESS

## Two sides of Samba - the mean little mover.

Samba is the small car that generates real performance, both on the motorway and around town. It gives you extra zip to weave through traffic. Yet Samba is also good for the pump. The Talbot Samba, for example, returns well over 60 mpg at a constant 56 mph. And there's a Samba with a main starting price of £3,495. But even there, you'll still enjoy refinements like air-condition bumpers, rear fog lamps - and a spanking new interior trim.

### The Sun Tan Option-Samba Cabriolet.

The Talbot Samba Cabriolet performs brilliantly at all temperatures. Then gives you a bonus when the sun comes out. Right through the year you'll enjoy genuine pace and performance from the 5-speed gearbox and 1360cc engine.

Accommodation is versatile, with a conventional boot and split rear seat to give you 3 different loading options. But the best option of all - just lift the roof back for a sun tan!



## SUNNY SAMBA

The Talbot Samba had already been on sale for three years by the time this full-page advert appeared in 1984, with the French-built supermini offering good value for money in the hotly contested supermini class. It wasn't the best small car around, but it was one of the most affordable. Oh, and it also came with the unusual benefit of being available in either three-door hatch or two-door cabriolet guise.

'Two sides of Samba - the mean little mover' was how Peugeot Talbot described its smallest model, hailing the hatchback version as 'the small car that generates real performance'. As for the rag-top version, this was the one that gave you a 'bonus when the sun comes out', enabling you to 'just lift the roof back for a sun tan!'

## The new Yugo 55GLS. £3699.\*

More features for your money than the Fiesta, Samba, Metro or Uno.



The latest hatchback edition to the superb range of Yugo cars has arrived.

Fill in the coupon for details of the complete Yugo range and the name and address of your nearest Yugo Dealer.

To: Yugo Cars Ltd, 100, Watlington Road, Watlington, Oxford, OX12 9JL. Please send me details and price list of the complete Yugo range.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Phone: \_\_\_\_\_

**Go new, go Yugo.**

## YUGO'S EXTRA FEATURES

In the supermini market of 1984, it was the Ford Fiesta and Austin Metro that were by far the best-sellers, although fresh new competition from the likes of Peugeot (with the 205) and Fiat (with the Uno) saw other companies gaining ground. But what was the solution if you couldn't afford a mainstream model yet you still craved lots of features?

According to this ad, the answer was the Yugo 55GLS, which despite costing just £3699 still came equipped with front and rear spoilers, twin fog lamps, front disc brakes, alloy wheels and a whole lot more. According to Zastava (GB) Ltd, the importer of the Yugo range, you were given 'more features for your money than the Fiesta, Samba, Metro or Uno'.



## NO, IT REALLY IS A CAR...

This early brochure for the Bedford CA Uteleon boasted about its seven-seater capacity and all-round usefulness, this being one of the most versatile vehicles of the mid-1950s. But what's perhaps surprising was the brochure's insistence that this was a car rather than a minibus or a converted van: 'The car of a hundred uses' was Bedford's proud boast, describing the Uteleon as a '7-seater estate car'.

It was certainly a useful vehicle, with the brochure explaining that the Uteleon could be used as a '4-seater plus baggage' or even a '2-seater load carrier'. However you used your Uteleon, you simply had to remember that it was a... erm... car.

# NEW BEETLE

## Come Back Again!!



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## BACK IN JAPAN

Here's a fascinating advert from a Japanese car magazine dating from the mid-1980s, announcing the return of the Volkswagen Beetle. We're not exactly fluent in Japanese here at *Classic Car Mart* (surprising, eh?), but at least the English headline gives us a clue as to what's happening: 'New Beetle Come Back Again!!' In other words, Japanese enthusiasts could once again buy a brand new Beetle – as long as they had a spare 1.950.000 Yen to spend.

The car was presumably imported from either Brazil or Mexico (the only two countries still producing the Beetle 30 years ago) by an enterprising specialist, to then be sold throughout Japan via a small network of marque experts – including the curiously named Flat4 Freaks, Bug House, Beetle Land, VW Shop Herbie and (our favourite of all) Club House Duck.

[illegible]

## THE BEST-SELLING VAN

When this advert was issued in 1982, Ford's Transit (which by then was available in MkII guise) was still the best-selling panel van in its class – and with good reason. The Transit offered great value for money, with prices of the Transit Standard starting from just £4550 plus VAT, number plates and delivery. Those wanting a big-value chassis cab meanwhile, could spend as little as £4119 on the Transit Popular model.

At the top of the Transit van range was, of course, the Custom version that cost from £4861 and came with such luxuries as a 'push-button radio, side loading door, two-litre engine and noise reduction kit'. As Ford explained in this rather helpful ad, 'the price would never prepare you for the level of refinement on Custom'. Heck, you even got gloss-finish paintwork included in the price...

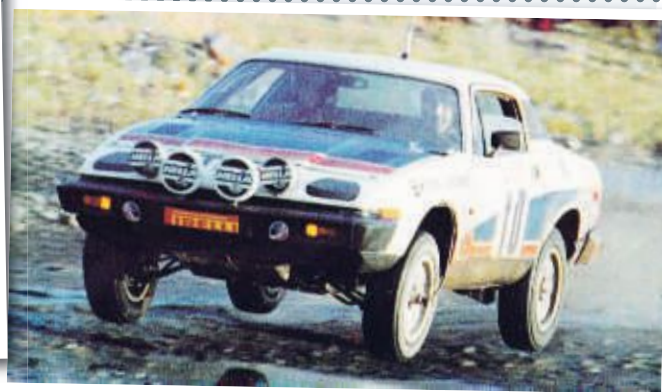


## ANSWERS ON A POSTCARD

What you see here is a pair of postcards created by British Leyland to help advertise the Triumph TR7 to a US audience. And that was no mean feat, given that most American TR fans loved open-top motoring and the thrust of six-cylinder power.

Still, the four-pot TR7 hardtop had plenty to offer, insisted BL. 'The TR7 has a 5-speed manual or optional automatic transmission (except California) and performance that took two SCCA divisional championships in 1977', explained the back of the postcard featuring the blue Triumph.

As for the other, this featured the TR7 Pro Rally Car: 'Eight wins in its first season brought driver John Buffum the SCCA Championship and the North American Rally Cup' was the proud boast.

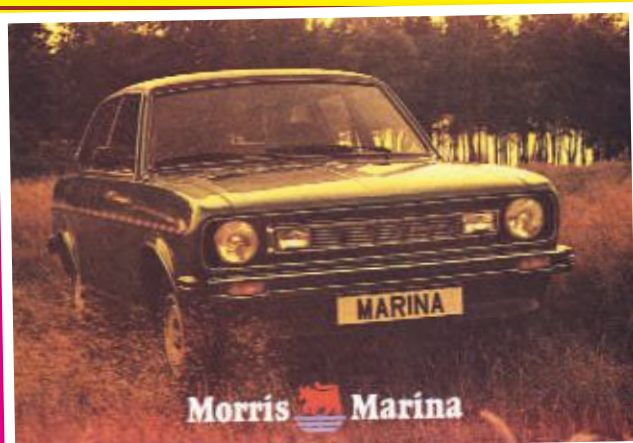




## BIG-VALUE MONTEGO

Even in its penultimate year of production, the MG Montego was still a force to be reckoned with thanks to its combination of strong performance, family-friendly spaciousness and decent value for money. And, of course, it was the 2.0 Turbo that was the most desirable version thanks to its 152 bhp output, its top speed of 126 mph and its 0-60mph sprint time of just 7.3 seconds.

Equally good news was the value for money on offer, with the MG Montego Turbo costing just £14,161 in 1990. And that made the range-topping MG usefully cheaper than other sports saloons, including the Audi 80 Sport (£15,092), Lancia Dedra 2.0ie SE (£15,395), BMW 320i (£15,510) and Saab 900S 16v (£14,595) – each of which came with less power and inferior performance. It might have been an oldie but the MG Montego was still a competitive machine in terms of performance-per-pound.



## MARINA'S NEW POWER

New for 1979 was a revised Morris Marina line-up, the most obvious aesthetic change being the addition of a black front spoiler. Other upgrades, however, were rather more significant, including the addition of the 1.7-litre OHC O-Series engine to replace the old B-Series. BL was understandably rather proud of its latest powerplant, praising it for being 'lighter, quieter and more compact than its predecessor'.

The O-Series was also extremely durable, insisted this launch-year brochure: 'Needless to say, the 1700 engine is every bit as reliable as you'd expect a Marina engine to be because it has been subjected to three-quarters of a million miles of gruelling tests'.

## QUIETLY DOES IT

Launching its new 409 model in the mid '60s, Bristol Cars made some interesting claims about its performance and sheer refinement. According to this advert issued by Anthony Crook (the sole distributor – and future owner – of Bristol at the time), the 409 offered 100mph cruising that was 'so quiet it is unnecessary to raise the voice or radio volume', with a top speed of 130mph achievable 'still without raising the voice'.

The 409 also had all the performance of the continental GT cars 'but without the drama, import duty or spares problems', and was 'truly the best all-round luxury fast car'. At £4850 including Purchase Tax, however, it was only for the wealthy few.

## ENHANCE YOUR DOOR!

This pair of Ford adverts appeared in early 1963, at a time when the Blue Oval was riding high in the sales charts with the ever-popular Anglia 105E and the new Cortina, which had joined the range just a few months earlier. Strangely though, the company chose a front door theme for each ad, claiming that a door 'looks better with a new Ford in front of it', with the car itself improving 'the view from any door'.

The Anglia advert boasted that more than 600,000 canny motorists had already invested in one, as this was the car to suit both the 'young businessman with aspirations' and the 'young couple with children'. The Cortina, meanwhile, was

hailed as the 'big new idea in small cars', a car that was 'big, big, big when you want it big' and 'small, small' small when it comes to paying' thanks to its 40mpg fuel economy and 'twice a year servicing'.

Prices of the Anglia saloon started at just £514 in 1963, with the Cortina range costing from £573 – or £699 in Cortina Super guise.



# BRISTOL 409

## "THE TENTH OF THE LINE"



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British built, the new BRISTOL 409, with its effortless 100 MPH cruising (so quiet it is unnecessary to raise the voice or radio volume) and with a maximum of well over 130 MPH (still without raising the voice) matches the performance of the continental G.T. cars, BUT WITHOUT the drama, import duty, or spares problems. Bristol's refuse to adopt monocoque construction and retain a massive separate chassis (for safety and lack of road noise) with superb COACHBUILT bodywork—a REALLY FULL four seater, with ample leg, head, and elbow room for four six foot persons and their luggage.

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# TAILGATE

## NEIGHBOURHOOD WATCH

Ted Connolly remembers the golden age of home car tinkering.

**W**hat is the most complicated job you've ever carried out on a car? Adjusting valve clearances on a Jag (shims and a micrometer – good fun)? Rebuilding an engine from top to bottom? Taking a gearbox apart and, more importantly, putting it back together? We've all enjoyed our moment of triumph and, over the years, I've tackled loads of stuff, which wasn't bad going because I'm not a trained mechanic and everything I know, I've learnt from magazines, books, asking questions and tinkering. Which, basically, resulted in me being well-read, irritatingly nousey and greasy.

third of my waking hours fiddling around in my garage. The routine was the same – get up, go to work, return at 5.30pm-ish, shovel some grub down my neck, ensconce myself in the garage until around 9.45pm, hastily wash up to my wrists and down to the top of my neck, chuck on a long-sleeved and high-collared shirt (so the bits showing looked clean) and hightail it to the pub for some hop fuel. The only difference at the weekends was that I didn't go to work and spent all day in the garage.

I would occasionally buy an old banger, tidy it up, get a year's ticket and flog it on. Today, people would refer to that practice as restoration. But that just wasn't how it was back

“Choosing black wasn't a great idea as it is a most unforgiving colour. It doesn't hide imperfections, it exaggerates them”

My spannering activities are somewhat limited these days because I'm getting a bit old and decrepit and crawling around underneath motors has lost a lot of its appeal. Quite apart from that, modern tinware bores the heck out of me and I like it for its reliability only, and little else. There's nothing new on the market that gives me anything approaching a buzz.

But a few decades ago, it was a totally different matter and I must have spent about a

then. The stuff you'd now regard as classics was just metal passing through my paws. Oh yes, sorry, I'm getting away from the point. I was asking about your most complicated job and, quite obviously, posed the question so I could selfishly boast about mine.

I'd long since fancied owning a 1275GT Mini – quick, good handling and not as temperamental as a Cooper – and was happy to buy a tatty example from a friend of a friend for, I think,

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CLASSIC CAR MART  
SEE PAGE 184**



£30. It had lost its drive, so had to be towed back to my lair. Sorting out the drive was easy – a coupling had sheared – but then I got to thinking. The colour, a Leyland bronze yellow, was unattractive and the body had a fair amount of rust. So, why not give it the complete works, eh? Out came the engine and box, and the rest of the mechanicals were torn off and set aside. That took me the best part of a week.

I cut the body up using an air chisel (making me the noisiest and most-hated person in my neighbourhood) and flogged the steel for scrap. As a result of being a motoring journalist, I had a few contacts in the trade and managed to secure a deal on a brand-new bodyshell from Leyland themselves. I can't remember how much it was, but it wasn't a lot more than a couple of hundred quid. The company delivered it for me, together with a Silver Seal engine. That was like a Gold Seal, but with some of the ancillaries missing.

I was determined that this was one Mini that would never rust and, with the help of a friend, turned the shell on its side in my garage, resting

it on a pile of old blankets and proceeded to apply incredible quantities of various rustproofing agents, particularly Waxoyl. It took about five days before the body stopped dripping, but I knew that it was now well protected.

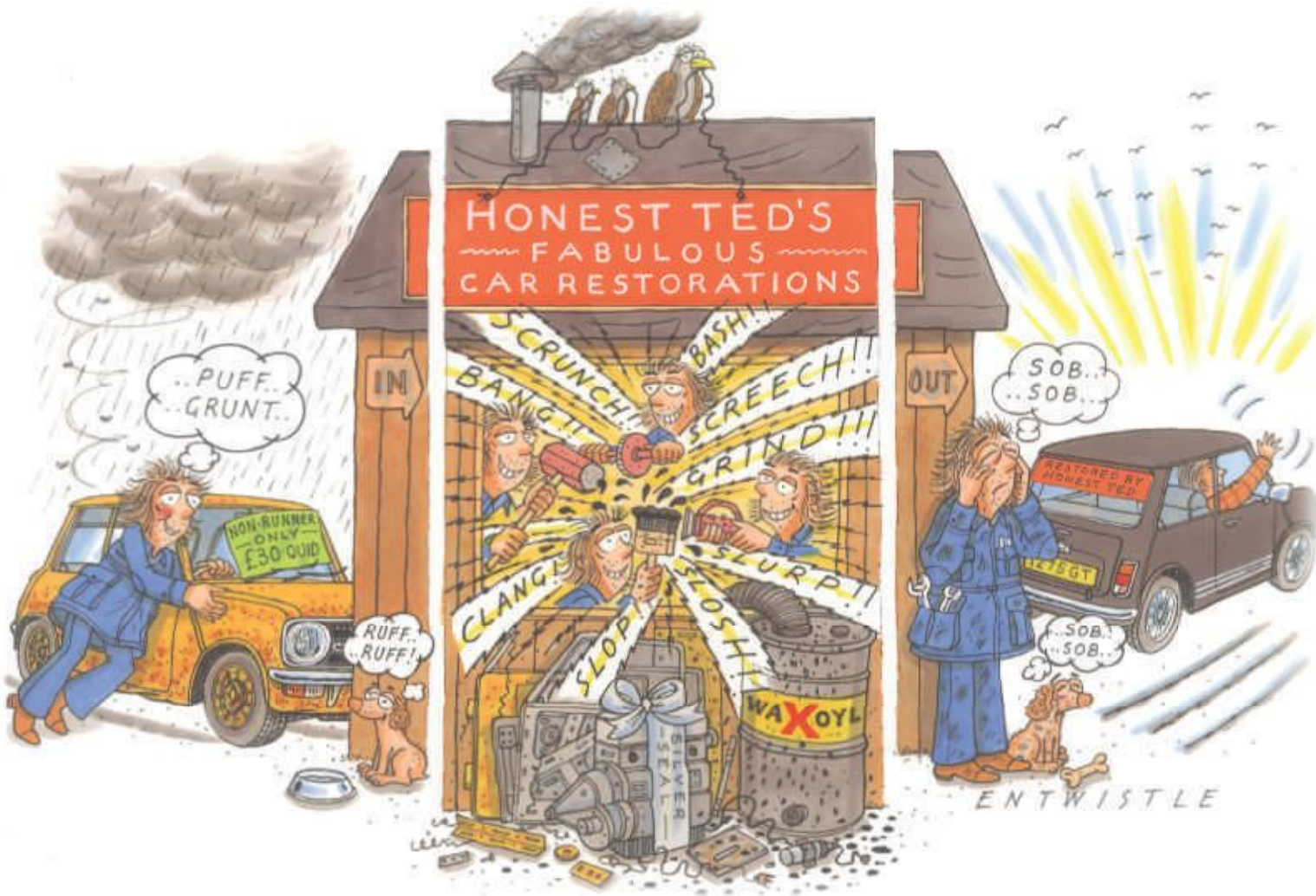
Building a car starting with a bare shell sounds daunting, but I figured it this way – a brake overhaul on a Mini was no big deal, nor was dropping in an engine. So, I approached each step as if it were a separate job and ignored the fact that I was actually putting together a complete automobile.

Before the mechanicals, seats, dash and headlining were popped in place, I painted the engine bay and interior, choosing black as a cool colour. That wasn't a great idea on reflection (which is exactly what the paint didn't do), because black is the most unforgiving of colours. It doesn't hide imperfections, it exaggerates them. Nevertheless, given that I was working with good old cellulose and in less-than-ideal conditions, the result was acceptable.

The most difficult part of the whole exercise

was sorting out the wiring. I did take the trouble to label each wire, as much as possible, during the stripdown, but most of the writing on the labels had been obscured by the damp atmosphere in my workshop. Anyhow, I eventually managed to get everything working. The final touch was fitting a set of Weller white-spoke wheels (I don't know their exact name, but that's what everybody called them). They were steel, which made them affordable, and looked the part.

It was a kind of proud moment when I fired the Mini up and went round the block for the maiden voyage, without trying to sound too poetic. The whole job took me about three months and, overall, it wasn't bad. The only area that let it down was the interior because, with the best will in the world, I just couldn't get the bits of trim and headlining to fit as well as the factory would have done. So, what happened to the Mini? Well, I gave it away as part of a split-up settlement. It was a very emotional occasion. It took me ages to get over losing that car. **CCM**



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\*All cover is subject to insurers terms and conditions, which is available upon request. \*\*Premium example based on: 1957 Morris Minor 1000. Value: £3000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

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